

THE North-China Herald

AND

SUPREME COURT & CONSULAR GAZETTE.

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CONTENTS.

Advertisements—Latest dates—Births, Marriages, and Deaths, &c.	
Arrivals and Departures of Passengers, Shipping, &c.	
LEADING ARTICLE—	
Egypt and China.....	137
SUMMARY OF NEWS	138
EDITORIAL SELECTIONS (from <i>Daily News</i>):	
Patriarchal Despotism in China.....	140
Immaturity	141
George Henry Lewes.....	141
The Suzerainty of the Liuchiu Islands.....	142
OUTPORTS, &c.—	
Tientsin.....	143
Chefoo	143
Newchwang	143
Soochow	144
Ningpo	144
Foochow	144
Hongkong.....	145
Canton	145
Nagasaki	145
Hiogo	145
Yokohama.....	146
PEKING GAZETTES	146
PUBLIC MEETINGS—	
Municipal Council	148
Hankow Landrenters' Meeting	148
China Famine Relief Fund.....	149
AMUSEMENTS—	
"Othello" at the Lyceum.....	149
Taku Races.....	150
MISCELLANEOUS—	
The Chinese Religious Tract Society.....	150
The Projected Woollen-mills at Lancow-fa	150
Thursday Island	151
The Strike of the A.S.N. Co.'s Seamen	151
Siberia and the Ostiaks.....	151
Pitcairn Island	152
LAW REPORTS—	
Police Court—	
R. v. J. Scott	152
R. v. Captain Ackford	152
Mixed Court—	
Sundry Cases.....	153
EXTRACTS—	
China as a Field for future Railway	154
Enterprise.....	154
The Afghan Campaign	157
COMMERCIAL INTELLIGENCE—	
Market Report.....	158
Exchange Quotations.....	160
Share Quotations.....	160
Tables of Tea, Silk and Cotton Exports.	

Miscellaneous Intelligence.

LATEST MAIL DATES.

England, ...	Dec. 27	Hankow, ...	Feb. 10
San Francisco, ...	Jan. 3	Yokohama, ...	" 4
Hongkong, ...	Feb. 7	Nagasaki, ...	" 10
Tientsin, ...	Jan. 8	Foochow, ...	" 11

Latest Mail dates in England, from China.
Hongkong, ... Nov. 14 | Received 19th December. || Shanghai, ... | " 8 | |

BIRTH.

At Hongkew, on the 9th inst., the wife of Captain W. BECKETT, s.s. *Europe*, of a son.

PASSENGERS.

ARRIVED.

Per str. *Nestor*, from Singapore—Mrs. Williams and Mrs. Belder, Messrs. Hogan and Ottoson. From Hongkong—Mr. Buchanan.

Per str. *Shun Lee*, from Chefoo—Mrs. Youngson.

Per str. *Sicatow*, from Swatow and Amoy—Captain Carl Schultz and Captain Michelson.

Per str. *Yungning*, from Wenchow—Mr. James Mackey.

Per str. *Ava*, from Marseilles—Mrs. Brunat and two children, Mrs. Cooper and three children, Miss Priug, Miss Kidd, Miss Howland, Miss Muart, Messrs. Walsh, S. E. Isahaya, Laurat Wang Tchou, Li Mley Yu. From Hongkong—Mr. and Mrs. Rolland, Messrs. A. da Silva, and Yamada.

Per str. *Hankwang*, from Foochow—Mr. & Mrs. & Family.

LEAVING.

Per str. *Yangtsé*, for Marseilles—Mr. and Mrs. Inglis, Miss Muirhead, Messrs. de Keraoul, A. G. Wood, T. Cranston, T. E. Heyden, J. Bland, Lazarus, E. Rehders and von Gouner. For Hongkong—Messrs. A. A. E. Farrar, S. Callaghan, Lynch, and Sisters Tiburia, Ayanz and Estocquina Mudezarben.

METEOROLOGICAL REPORT.

Day of Month.	Barometer.		Thermometer.		Hygrometer.		WIND.	Rain-fall in inches previous 24 hours.
	9 A.M.	Atmosphere.	Max.	Min.	Dry bulb.	Wet bulb.		
Feb. 8	30.40	31.0	32.5	29.0	30.0	29.0	1 N.	..
9	30.35	31.0	36.0	30.0	32.0	30.0	3 N.N.W.	..
10	30.35	34.0	37.0	27.0	31.0	29.0	3 N.N.W.	..
11	30.32	36.0	39.0	28.0	33.0	30.0	1 N.N.W.	..
12	30.26	38.0	40.0	28.0	33.0	32.0	0 Z.	..
13	30.29	43.0	44.0	31.0	37.0	35.0	1 N.E.	..
14	30.15	49.0	50.0	35.0	44.0	42.0	0 Z.	..

EXPLANATION.

Initials:—b. blue sky; c. clouds; f. fog; h. hail; l. lightning; m. misty (hazy); o. overcast (dull); r. rain; s. snow; t. thunder; z. calm. Force from 1 to 12, estimated.

The publication of the *North-China Herald and Supreme Court & Consular Gazette* commenced at 5.00 P.M.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, FRIDAY, FEB. 14, 1879.

THE Chinese feudal system perished as it was obliged to perish, and gave way to another form of Government; but the two great sects, the one which was faithful to its nomistic origin and the one which was unfaithful to it, both survived and grew strong, though Imperialism had succeeded to Feudalism and the conflicts

of chieftains were suppressed by the firm hand of one Sovereign Lord of the soil. The strange phenomenon is that both Taoism and Confucianism continued to flourish and that neither the one nor the other had vitality enough to oust its rival and become the Religion of China. In Egypt there was one religion and not two, and this was originally nothing more than an organized animism. It is noteworthy that in Egypt there was originally no exclusive priestly caste. But what strikes the student, who would compare the two countries, most vividly, is the extraordinary influence of the dead over the living, and the importance attached to the worship of ancestors. In China, we know that over all the relations of social life—in the temple and the shop, in the crowded theatre and the country solitude—the grasp of a dead hand is perceptible. The under world, with its shadowy figures, is the counterpart of the world wherein our lot is cast. The transactions of the busy myriads on the surface of the Flowery Land are repeated by an intangible and spiritual multitude beneath the earth, and the population above ground and the population below are always acting and reacting on each other. The gradations of rank in the Middle Kingdom have, as we all know, counterparts in the gloomy but busy regions of the Unseen World. In like manner the ancient Egyptian lived in thought with the departed. The Book which gives us most information about the manners and habits of mind of the men and women whose bodies are now embalmed and stored in the tombs on the banks of the Nile is emphatically the "Book of the Dead" or the "Book of the going forth on the Day." The chief feature in the religion of ancient Egypt was the cultus of the dead. They were worshipped in sepulchral chapels and temples. And as in China to-day the custom of sacrificing to the ancestors was very prevalent. The shadow world, reproducing all that is going on here, was really believed in, and constant libations and sacrifices were made to improve and elevate the position of the

dead in this mysterious region. There were offerings to the gods in Heaven, but there were far more to the spirits of men and women beneath the earth. The religion of ancient Egypt had two other phases, one far higher than anything in China, the other far lower and more degraded than the observances we meet with here. The sublime and elevated doctrine was the firm belief in the triumph of Light over Darkness. The victory of Light is typed in the conflict of Ra, the god of Heliopolis (An), and the chief god of Egypt with the serpent Apap. Connected with this belief, or flowing from it, was the kindred idea of the triumph of Life over Death. This was the theme of the myth of Osiris, the other chief god of the Empire, specially worshipped in Thinis-Abydos. Two ennobling ideas like these raised the Egyptian system to a point which we cannot say has been attained by the Chinese religions. But there was a portion of the Egyptian system, the likeness to which is not found here, which dragged the national religion down to a lower and more obscene depth than can be found in China. The animal worship and all the abominations and follies which were connected with it, have been described by Juvenal, and his picture is so vivid that for years it drew men's attention away from the purer and nobler forms of the Egyptian Religion. The researches of Egyptologists, however, have now shown us the inner kernel of belief which resided in a creed of which the outer rind was overlaid and disfigured by many debasing customs and superstitious. But the general reader who has no time to pursue the studies that Lepsius, Chabas and Goodwin pursued, will find the religious and social life of ancient Egypt best painted by George Ebers in his novel of "Urda." When will a sinologue arise who is able to paint the life of the Chinese with like vigour and to interest European readers in Peking as he is interested in ancient Thebes?

Summary of News.

The French mail of the 27th December arrived on Wednesday, by the M.M. steamer *Ava*.

A mail will leave for Europe, to-morrow, by the M.M. steamer *Yangtsé*.

REUTER'S TELEGRAM.

(Via Suez.)

Supplied to the "N.-C. Daily News."

London, 6th February.

The Ambassador at St. Petersburg has been recalled, and Lord Dufferin is to succeed him.

Lord Loftus has been appointed Governor of Sydney.

9th Feb.

The dock labourers and sailors at Liverpool have struck.

Bombay, 9th Feb.

The British troops have occupied Girisk (?)

London, 11th February.

The 24th Regiment has been almost annihilated by the Zulus; 60 British officers were killed. Natal is in great danger.

The Municipal Council have considered and approved the draft Budget for 1879, and renewed the contract with Mr. J. D. Bishop for the maintenance of the Council's telegraph lines for one year.

The P. & O. S. N. Co.'s steamship *Mahua* took the following Silk:—For London, 308 bales; for New York, 26; for Bombay, 15; for Singapore, 14; for Penang, 4; total, 367 bales; and 8 bales waste silk for London.

Hitherto the authorities of this province granted free passage at all the barriers for the last and first day of each year; but this year the privilege was extended to the fifteenth day on the New Year, which was largely availed of by petty traders.

The financial reforms now being carried out by Mr. Tong King-sing in connection with the China Merchants' Steam Navigation Company, are, we hear, already beginning to bear fruit. A considerable number of employes at the Outports, &c., have been dismissed, and arrangements made for carrying on the business in a more satisfactory and less wasteful and extravagant manner. We are credibly informed that the sums in salaries and other expenses already lopped off, amount to about Tls. 70,000 per annum, and that further savings are in prospect. Mr. Tong King-sing seems determined to apply the broom with no sparing hand, and, according to all account, not before it was time, for peculation was found to be rife in many quarters. The work of thorough reorganization will occupy some time longer, for it is intended to place the Company on a much firmer footing than that on which it has hitherto stood. The agency of the Company is, we hear, to be confided to Mr. G. A. Butler, who will be assisted by three native gentlemen of well-known ability, who have held confidential positions in the Company's Office at this port.

Yesterday afternoon, a meeting was held at the Astor House with the intention of forming a Marine Society at Shanghai. There was a considerable number of ship-masters present, and Captain J. P. Roberts was elected chairman *pro tem*. After certain preliminaries had been settled, the meeting was adjourned until a future day, when the constitution and by-laws will be submitted for approval.

The Chinese Religious Tract Society appears to be already doing good work and making strong headway towards permanent success. We are informed that it is intended to offer a prize of \$25 to Chinese, for the best written tract of from 50 to 100 pages, in the Chinese language, directed against the baneful notions of "Fung Shui." A stipulation is that there shall be 200 characters on each page. It is well known how firmly the Chinese are bound hand

and foot by this superstition, and how greatly it interferes with the material progress of the country and the advancement of foreign enterprise. It is to be hoped that a powerful tract will be written on the subject, and circulated far and wide throughout the land. The manuscript is to be sent to Dr. Suvoong, one of the corresponding secretaries of the Society.

The following notice to mariners, with reference to the Woosung Inner Bar signals, has been issued by the Acting Engineer-in-Chief:—Notice is hereby given that on and after the 31st March, 1879, Geometrical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, showing the depth of water on the Bar during the day. An explanatory diagram, showing the signals which indicate the depth of water from 10 feet to 24½ feet and which will show the same in approaching the signal station both from Shanghai and from seaward, is added to the notice. To indicate a rising tide a ball will be hoisted at the mast head. In case of there being greater or less depths of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the mast-head, and the half feet by a red and white flag at the yard-arm.

The tug-boat *Sampson*, in steaming up the harbour Wednesday evening with the mails brought by the *Ava*, collided with a Soochow cargo boat off the Kiukiang Road jetty. The boat capsized, and its occupants, about half a dozen in number, were precipitated into the water. The crew of H.M.'s *Charybdis* rendered assistance, and all were rescued, some being in an exhausted state. One, it is said, remained inside the boat after it was inverted, and that half-an-hour elapsed before he could be reached, a hole having to be cut through the bottom of the boat.

The *L. & C. Express* says it is reported that a company has been formed in America for the purpose of establishing a direct line of communication via Suez with Shanghai. The *City of Santiago* has been selected to make the first voyage, starting from New York on the 20th December. She is to take out a full cargo of cotton stuffs of all kinds, manufacturing and agricultural tools, and machines, &c., some of which are in fulfilment of orders already received, the rest to be consigned to agents to open a trade. The promoters of the new scheme have also in view the Mediterranean ports, where on the one hand American wares may be in demand, and on the other freights may be obtained either for the outward voyage eastward or the return trip to America. The steamers of the new line will accordingly call at a Portuguese, a Spanish, an Indian, and a Greek port; they will thence proceed by the Suez Canal, calling at an Indian, a Chinese, and a Japanese port, delivering and taking in goods as they may find customers. For the present it is not intended to purchase vessels for the new undertaking, but only to charter steamers for each voyage.

The Paris correspondent of the *L. & C. Express* states that three railway carriages were necessary to carry H.E. Chung

How's luggage from Marseilles to Paris for which fr. 2,925 extra were paid. During his brief stay in Paris, Chung How, accompanied by Mr. Novion, visited the Hippodrome; and took six boxes at the Opera House for himself and his suite to witness the performance of the *Prophet*. On the 18th Dec., Kwo Ta-jen, accompanied by Messrs. P. Giquel, Dr. Macartney, and Ma Kien-chong, went to Eprenay to visit the cellars of Messrs. de Venoges, manufacturers of champagne. The cellars contained 3,000,000 bottles of wine at the time of their visit, and Kwo Ta-jen is said to have displayed the greatest interest in its manufacture.

The *L. and C. Express* says M. Patenotre, a secretary of the first class, has been appointed to act as *chargé d'affaires* at Peking during the absence of Viscount Brenier de Montmorand. He leaves Paris shortly, and will proceed to China, *via* India, and will probably assume his duties next February or March.

The *Singapore Daily Times* says, "It will be seen from our SYDNEY correspondent's letter that Mr. Pope Hennessy is expected to succeed Sir Hercules Robinson as Governor of New South Wales. A London telegram to that effect appears in the Australian papers. There are rumours current here that our present Governor will succeed his brother in Sydney, and that Mr. Pope Hennessy will come down from Hongkong to take his place."

A reference to our report of the HANKOW Landrenters' Meeting, given on another page, will show that the Municipal Council of that port are making enquiries with the view of introducing the electric light into Hankow, if the replies prove favourable.

The promontory known as Ketaun Point, which extends from the mainland into the CHUSAN group of islands, was visited a few days ago by a band of pirates, who threw fire balls into a village, burnt half the houses in the place, decamped with money and goods to a large amount. Two of the villagers were severely wounded.

We direct attention to our NEWCHWANG correspondents' letters, given in another page, referring to the peculiar postal arrangements which would appear to have deprived the residents at that port, for a lengthened period, of a considerable portion of their Home and Outport letters and papers. We learn that, although our own files were carefully despatched from Shanghai, the latest dates received at Newchwang were those of the 7th or 8th of November. It may be reasonably asked—Where are the remainder? or, rather, Where have they been?—in whose charge?—where has the delay taken place? It is to be hoped that in face of the great flourish of trumpets blown some months ago respecting the perfectness of the new postal arrangements, that some enquiry will be made and explanation given as quickly as possible, for general information and satisfaction.—We have been informed by the Acting British Postmaster, and by the Local Postmaster, that all letters and other mail matter addressed to Newchwang, which have passed through their hands since the closure of the ports, have been regularly forwarded to the Customs' Postal Department immediately after their receipt.

The NAGASAKI *Rising Sun* reports that on the 4th inst. a Naval Court was held at the British Consulate, Nagasaki, to enquire into the loss of the British barque *Star Queen*, which vessel it will be remembered left the port on the 21st January for Shanghai, laden with coals, and was lost on the island of Kisima early in the morning of the next day. The Court was composed of James Troupe, Esq., H.M.'s Consul, President, Thomas B. Moody, Esq., Lieutenant H.M.S. *Egeria*, and Edward C. Bridgman, Esq., Master, British barque *Doune Castle*, and after hearing the evidence of Mr. A. J. Glover, chief officer of the *Star Queen*, the following finding was returned:—That the ship was lost on the morning of the 22nd January, 1879, on the island of Kisima; but no log-book or papers of any description having been saved, and the sole evidence on oath being that of the mate, we consider that the evidence is not sufficient to warrant our attributing blame for the loss of the ship to any person."—The wreck of the *Star Queen* has been sold for the sum of \$1,235, and the coals which were put up to auction at about the same time, started at a bid of 25 cents, from which they went up step by step till they realised the comparatively large sum of \$525. Mr. T. C. Russell was the auctioneer in both cases. The purchaser was a Japanese, who will probably be able to make a good return for the outlay.—A prospectus of the "Saghalien Fishing Association" has come under our notice, from which we quote that it "is formed to pursue the business of taking and preparing Fish, Fish Manure, Oil, &c., on the shores of Saghalien and in the Okotsk sea, for which it has the permission of the Russian authorities. 850 shares are open for subscription at \$100 each, and the list was to close on the 15th inst. Messrs. Walsh, Hall & Co. will act as permanent secretaries, and from the estimates of outlays and a yield of a year's work there should be an annual profit of more than \$16,000. Should the enterprise succeed the business could be considerably enlarged, as the returns from which this profit has been calculated are prepared for the Japanese market only.—There are some matches of rather a dangerous nature in the market just at present, and not very long ago a gentleman had his hand burnt by the explosion of a whole box while he was in the act of withdrawing one. The box in question bore a label stating its contents to be "Safety matches. Patent 1867. Allumettes Hygiéniques."

The HIOGO *News* regrets to learn that small-pox has made its appearance in Yehime Ken, in the island of Shikoku. The local authorities showed such vigilance to prevent the spread of cholera last year that it is hoped they will spare neither pains nor expense to prevent so dire a pest as small-pox gaining a foothold.

The Foochow *Herald* says attention has frequently been drawn to the deplorable condition of the Pagoda Anchorage Telegraph Line. It appears to be neglected *in toto*. Posts are tumbling down in every direction; and, like nearly all the other public works of the country, the line serves as a practical illustration of that national decay and lack of administrative

energy with which everybody is only too familiar. The line is such a short one, and its usefulness so well proved, that we are utterly at a loss to comprehend the object of this stupid mismanagement.—The same paper understands that "General"—his real rank is that of 副將, translated by Dr. Williams "Brigadier-General"—Mesny, formerly employed in Chinese military service in the province of Kwei-chow, is now staying at Amoy, and that he has been received by the local officials, who have also returned his calls. On the occasion of his visit to the Teetai, we hear that Mr. Mesny wore his red button on the top of a foreign hat, and further appeared in Chinese official boots. The return visits paid to him by the Taotai and Haifong are facts worthy of being placed on record. We must add an expression of opinion that the red button might more appropriately have adorned a native hat. The Chinese official boots may be allowed to pass.

LADIES' BAZAAR FUND OF 1878.

We have been requested to publish the subjoined statement regarding the administration of the above Fund in 1878.

Further donations in aid of the Fund will be gladly received:—

1878.	Debit.	Tls.
Jan. 1—To Balance at the Hongkong and Shanghai Banking Corporation, drawing interest at 6 per cent per annum		6,826.92
" 1—To Balance in hands of the Lady Superior, Shanghai General Hospital, \$21.35 at 73.4		15.67
June 29—To interest accrued		197.68
Dec. 31—To " "		201.12
		Tls. 7,241.39

1878.—By	Credit.	
By Lady Superior expended during 1st Quarter 1878, \$137		
2nd " " \$ 74		
3rd " " \$145		
4th " " \$100		
	\$456 at 73.4 =	334.70
Dec. 31—Balance at Hongkong and Shanghai Banking Corporation		Tls. 6,826.36
In hands of the Lady Superior, \$109.80		
		Tls. 80.83 6,906.69
		Tls. 7,241.39

During the year 1878, 22 persons have been relieved at the expense of the Fund, each person remaining on an average more than 20 days in the Shanghai General Hospital.

Their complaints were:—Fever 5, fractures and injuries 2, delirium tremens 2, liver complaints 2, ulcers and skin diseases 3, rheumatism 2, general debility 1, tumors 1, dysentery 1, heart disease 1, throat disease 1, bile 1.

The persons treated were of the following nationalities:—American 2, Austrian 1, British 6, French 3, German 1, Italian 1, Portuguese 1, Spanish 2, unknown (Malay) 2; 15 of these were Roman Catholics, 6 Protestants, and 1 Jew.

The Trustees of the Ladies' Bazaar Fund,
(Signed.) C. LUEDER,
Kaiserlich Deutscher General-Konsul.
ARTHUR DAVENPORT,
Her Majesty's Consul.
G. LEMAIRE,
Consul-gerant le Consulat-General de France.
GEORGE FRENCH,
Chief Justice of H.B.M.'s Supreme Court.
J. J. HEEMSKERK,
Acting Consul for the Netherlands.
Shanghai, 28th January, 1879.

Editorial Selections.

PATRIARCHAL DESPOTISM IN CHINA.

UNDER the title of *La Puissance Paternelle en Chine*, Mr. Scherzer, lately of the French Legation at Peking, has published a little pamphlet dealing with patriarchal despotism as developed in China. The material has been mostly drawn from the Penal Code in the form of translations of the sections bearing upon the subject. A few parallels are instituted between the Chinese enactments and corresponding portions of Roman law affecting the *Patria Potestas*, and judicious if somewhat obvious reflections are here and there interspersed. Many years ago, in the now long-deceased *Cycle*, a series of articles on the tenure and transfer of land appeared from the pen of an able Chinese scholar, expounding the principles of the native land law and the mode in which they are applied. The publication of those articles while supplying a want, revealed the existence of one more comprehensive still, and we have always hoped that he or some one equally competent would take up in turn other portions of native law, and do for them what he did for the law of landed property. Though Mr. Scherzer's attempt to make a beginning in the way of meeting this requirement is, as we shall show, of the slightest possible character and cannot be placed anywhere in the same line with the work that we have just mentioned, it is a distinct gain to have a compact view placed before us of any portion of the laws and edicts affecting the Chinese people in any important group of their mutual relations. At some future time the compiler will, we trust, adventure something more ambitious and more valuable. What we especially desire is completeness, but we ought also to have an exposition of the working of the written regulations, for it is obvious that, in the case of many of them, practice must make the law as it stands a dead letter. The rigour of the patriarchal relation must generally be an article of faith rather than a guide to practice; for, even in China, natural affection as well as the common feelings and opinions of society are in advance of any code, and cannot fail often to reduce its apparent immutability to a fiction.

The more the Chinese are studied, the more clearly does the human nature in them come out—that is to say, the more completely do their supposed singularities disappear. The striking differences between their institutions and those of other nations are either superficial or are survivals from a time lost, so far as the most highly civilised countries are concerned, in the mists of legend. Patriarchal despotism here presents itself to us as a curious thing; but in fact primeval societies were all constructed on this capricious plan. The unit was the family, not, as with us, the individual.

A supernatural sovereignty consecrated the institution, and by standing in a patriarchal relation to the highest visible earthly power enforced the doctrine of reciprocal obligations. Hence all ancient codes contain a mixture of civil, moral and religious ordinances, all equally binding, and expressing not only what the law ought to be, but what the law actually is. The confusion between what is lawful and what is moral, needs to be disentangled before much progress can be made. But in China, as among other eastern nations, the inflexibility of a frozen code, by limiting or altogether checking the natural development of civilisation, has prevented the gradual introduction of remedial modifications and expansions of legal principles. Considerations of this kind render intelligible the proposition wherewith Mr. Scherzer starts, namely that the organisation of the empire was based by the sages on that of the family, and that this principle is carried out through all the grades of the mandarinat. Nothing therefore can be more profitable than an examination of the rules which govern the mutual relations of the head of a family and his descendants. Amongst other things it serves to shew how readily reasonable usages generate others that are unreasonable.

At a very early period of his studies, the reader of the sections of the Chinese code, with which Mr. Scherzer deals, is forcibly impressed by their onesidedness in detail. All the provisions are of favour of the father. The keynote in the whole is struck by the horribly barbarous enactment that in cases of high treason every male relative of the offender between the ages of sixteen and sixty, is beheaded, no matter how completely innocent he may be. Here we see the working of the principle of the corporate character of crime. The father is the owner of his family (*familia* in the pre-classical sense) including all its property, no matter how or by whom acquired. In ancient times, as in Rome up to the imperial period, he had absolute power of life and death over his children whether legitimate, illegitimate or adopted. He may to the present day correct a child to such an extent as to cause its death, the law intervening with a trifling penalty only when it can be proved that the fatal result was brought about intentionally. The code, it is true, prescribes sixty blows and one year's banishment as the punishment for infanticide; but it is desire for posterity and not terror of the law that prevents this crime when it is prevented. The father may sell his children without their consent if he has fallen into misery, and with their consent he may do so at any time. Daughters-in-law are, however, protected. No evidence is demanded in support of a criminal charge brought by a parent against his child, nor does the law punish false accusation. But,

except in the instance of political offences, it punishes a child for making even a just charge against its parents, and inflicts death if a false or over-coloured accusation is brought. Strangulation is the penalty for scolding parents, decapitation for using personal violence towards them, or for killing by accident. Slicing to death is ordained for parricides. Disobedience or desertion is severely visited, and criminals guilty of certain lighter offences are pardoned if it is shown that they are the only present support of their parents. The seller of his family burial place incurs death by beheading, and slavery or banishment if he only sells the wood growing thereon. Various severe penalties are affixed to the neglect or premature interruption of mourning or of funeral rites (the Roman *sacra*), and to the disposal of a parent's body otherwise than by sepulture even at the express desire of the defunct. When a parent forces his child to commit a crime, and then through remorse kills himself, three years' banishment is added to the ordinary penalty for the offence; but should the parent's suicide be prompted by a crime which he did not instigate, the offender's punishment is death. Unpremeditated homicides and assaults committed in defence of a parent are treated leniently, as indeed are all deeds arising out of filial revenge. There is thus ample evidence that the protection of parents is the guiding principle of the code, little or no regard being had to children. The only exception we can find is that theft from parents is regarded rather as wantonness than as crime. This may be explained upon the principle that the parent's possessions are held in a representative or administrative rather than in a proprietary character, the capacity for the same sort of proprietorship lying latent in the child. We must also notice that relatives living together may with impunity shield one another's crimes, and may follow one another into exile, where means are supposed to be granted them for forming a new establishment.

We have throughout spoken of parents, but these include grandparents on the father's side, but generally not on the mother's. This and the fact that when the father dies the relatives on the maternal side have no control over the family, point to the early recognition of the child as belonging to the father's family and not to the mother's. Legal relationship and *Patria potestas* would seem therefore to be in China, as in ancient Rome, conterminous, but here Mr. Scherzer fails us. The distinction, if any, between agnatic and cognatic relationship might have furnished material for a most valuable chapter, but he does not so much as glance at the subject. So, the regulations which subordinate women to their male relations, with the exceptions, including the claims of an Empress-mother to the regency during the infancy of the Emperor, are left untouched. Yet, whether the tutelage of women, which

in other countries is one of the most interesting extensions of the patriarchal system, exists or does not exist in China, the point itself is in either case equally worthy of attention. The rules governing adoption and the making of wills, though also intimately connected with the *puissance paternelle* which Mr. Scherzer writes about, are strangely neglected, and we are left to guess at the solution found when the *Patria potestas* conflicts with the *Jus Publicum*, when, for instance, a magistrate may be called upon to punish offences committed by his father, or to enforce contracts into which he has entered.

While therefore, it cannot be denied that Mr. Scherzer has made a beginning, the things that we look in vain for in his little book are more conspicuous by their absence than the facts he actually gives us by their presence.

IMMATUREITY.

It is unfortunately the case that the prevailing vice of the period is immaturity. Most men are so engaged in the struggle for existence that they hurry the fruits of their labour into the world before they have had time or opportunity to study their causes or amend their defects, and hence the vast number of still-born inventions which year by year cumber the lists of the Patent Office. Stories are told of inventors whose time is mainly occupied in going to and from the Patent Office, and though the case is exaggerated to fit a story, it is evident that the race for priority does daily interfere with the care for completeness. It is seldom that any useful invention is the work of any one man. Hundreds perhaps have been engaged in the same line of thought, and little by little the result has advanced. Frequently it happens that success or non-success depends on some almost insignificant consideration, which chance rather than design eventually supplies, and not unfrequently without the knowledge of the final perfecter himself. The recent annals of scientific progress afford many instances of immature inventions, of arrangements hatched out of season, or brought before the public in such an embryonic state that, with all the elements of vitality, they have yet not been able to survive amidst the rude contest of facts and opinions. Professor Bell's beautiful instrument, the telephone, is one of those which would have been the better for more careful nursing, and which has certainly suffered through being publicly introduced before the practical difficulties had been surmounted. A more remarkable instance has been in connection with recent arrangements for electric lighting. It need not be explained that the electric light itself is no recent invention, but its general use has been prevented by the expense of its production and the uncertainty of its results. Recent improvements in electro-mag-

netic machines have considerably reduced the former, and variations in the instrument employed have corrected in great measure the latter. The new machines have rendered possible a division of the currents to an extent before supposed impossible, and experiments made at various places have demonstrated the possibility of placing more than one light in a circuit. Thus it is interesting to learn that the Thames Embankment between Westminster and Waterloo bridges is lighted by twenty electric candles, the currents for which are produced from a single Gramme machine, with a dividing machine attached for separating the current into four circuits supplying five lamps each. The furthest light is placed 700 yards from the source of power, and this is the greatest distance as yet successfully reached. It is undeniable that the advance made here is enormous. Twenty continuous lights instead of one fitful one, are a vast improvement, and may well lead to the hope that in the future there will be a still greater development. Still, compared with gas for instance, there is a difficulty unmounted—a large waste of power is unavoidable in the first instance in dividing the current into circuits; and in the second, each break within a circuit consumes a large additional amount of power, so that the loss by sub-division increases in a geometric ratio. This is the problem, towards the solution of which no progress has been made, and which places a distinct limit on development, however small may be the waste in each individual instance.

Another curious instance of immature invention may be noticed in the invention of the radiometer, by Mr. Crookes. That an instrument most nearly resembling an ordinary four capped anemometer should be made to revolve in what was apparently for all purposes a perfect vacuum, seemed to demand some theory of the repulsive action of light, and such was accordingly found for it. Much wrangling took place between the advocates and opponents of the theory, and some of Mr. Crookes's friends placed him in a false position by advocating what they conceived to be his ideas on the subject. The result of all this discussion is, if possible, more curious than the explanation originally suggested. The discs are set in motion by particles of air left within the vessel in which the radiometer is contained, and those particles in turn are set in motion by the incidence of rays of heat, light or electricity. There is, however, a peculiarity in their motion. Mr. Crookes has succeeded in attenuating gases to such an extent that their final particles are not in contact, and are able to move freely in straight lines from an exciting object. The conclusions to be drawn in the future from these investigations will probably throw light on the condition of extra-mundane space.

Most recent of the immature discoveries which have been brought to light, is the announcement made to the Academie des Sciences, by M. Dumas, that Mr. Norman Lockyer had succeeded in solving the dreams of the alchemists by discovering the transmutation of metals. In point of fact, Mr. Lockyer had not only not done so, but had put forward no claims to such a discovery. He had noticed the changes under variation of temperature of the spectrum of various minerals, and noticed how certain lines in the spectrum of calcium, lithium, iron, and hydrogen varied as the materials were exposed to various temperatures, varying from that of a Bunsen burner to that of the Sun or Sirius. The conclusions were summed up in a sentence by Mr. Lockyer himself, that he believed that certain so-called elements are really compound bodies. This, however, is no new theory, and it is quite within the limits of experience that those cautious remarks will be found to be true. Those at the Royal Society who listened to his paper were, however, of opinion that he had failed to prove his case, and that many of the apparent changes were to be traced to the presence of minute particles of differing elements which Mr. Lockyer's manipulation had not been able entirely to remove. Had the present feverish anxiety to put forward discoveries, however immature, existed two centuries ago, we may imagine how Sir Isaac Newton would have been crippled in his researches into universal gravitation. Ere his famous apple had had time to fall to the ground, his thoughts would have been plucked by electricity to all parts of the globe, and in their anxiety to provide a temporary explanation, we might have been deprived of the beautiful theory which for two centuries has enabled us to extend our knowledge of celestial phenomena.

GEORGE HENRY LEWES.

"HERE was a goodly fellowship of death." These words of Shakespeare's *Henry V* naturally rise to the lips when we see an unusually long obituary notice, and such a notice has been recently received from Home. The number of distinguished and learned persons who have lately "gone over to the majority," is considerable, and some who are passed away will leave a gap in the ranks of literature which will not readily be filled up. One name stands prominently out, and we conceive that the expressions of regret for the loss occasioned by the death of George Henry Lewes will be sincere and emphatic. For thirty years Lewes has been amongst the most conspicuous contributors to periodical literature, and besides the publication of fugitive pieces of varying value, he has found time to produce two standard English works. Nothing he ever wrote, however, was mediocre, except perhaps the novel of *Ranthorpe*, though that is not without flashes of wit.

His *History of Philosophy* is one of the most readable books in the language, and upon that undoubtedly his fame will rest. The sketches of the great masters, from Thales to Comte, are vivid and brilliant. He is almost always successful in giving us a clear outline of each philosopher's system, and in bringing out by a few timely and well placed strokes the salient points of the character he delineates. The chapters on Abelard and on the Arabian philosophers present us with good specimens of these important characteristics. But besides the *magnum opus*, Lewes has left behind him an enduring monument of his powers and his culture in the "Life of Goethe," which is held in high esteem in Germany and which presents us with a picture of the "German of the Germans" which probably approaches very near to the truth. When we consider the many-sided genius of Goethe, this must be pronounced a remarkable achievement—indeed a feat which only a man of the most varied accomplishments could hope to perform. However his readers may differ from Mr. Lewes, and he probably would have been very unhappy if every one had agreed with him, it is impossible to avoid admiring his passion for knowledge, his high integrity, and his resolute determination to elevate the literary character. We recall many of his trenchant sayings, but have only room for two. When writing of Mr. Herbert Spencer, and rejoicing over the fact that he would not be obliged to give up publishing owing to lack of sympathetic support which at one time seemed possible, he remarked, "Money is not everything; at least not to every man; otherwise Philosophy would never hold up her head again, for Philosophy will bring none. The man who has an urgent impulse to instruct his fellows on the great problems must not expect to be paid for doing so; he must pay for the privilege—and after paying for it, he may find the privilege waste paper." On another occasion, when referring to some publishers' quarrel and the exposure of meanness which it occasioned, he wrote, "Suppose we become a little more scrupulous in our morals, and suppose in our reforms we include the morals of Literature? No one acquainted with the world of letters will regard it as altogether satisfactory from the moral aspect; nor can it be otherwise so long as men draw the absurd distinction between a written and a spoken lie, which is at present implied in the conduct of many authors, and the current ideas held on the subject of Literature. Thus the man who is eloquently indignant about the tricks of trade and commercial immorality, will in the next breath propose to you some dishonesty in Literature without a blush—without even a suspicion that he proposes anything to which an upright man could object. The man who would cut you for a wilful deception out of Literature, will cut you for your unfriendliness in not assisting him or

his friend by some wilful deception in Literature." These are specimens of the frank rightmindedness of Lewes, and they are specimens selected almost at random. He was severe on any invasion of the dignity of the literary character, and the foe of all pretension and quackery. But the special characteristic of the man which makes it proper to deviate from our usual course, and to give something more about him than the obituary line in our summary of news, is that he was essentially cosmopolitan. He avoided the mistake so often made by the literary Englishman of confining his studies to one tongue. In literature Lewes was a citizen of the world. He was thoroughly *en rapport* with the quick and vivid intellectual movements of France and Germany. He was deeply read in Spanish authors, and though he had no University training or indeed any Classical teaching save that which he obtained at a school at Greenwich, he was able to appreciate the spirit of the Greek and Latin writers with the instinct of a true scholar. Besides all this, he was indefatigable in scientific researches, and few more popular books have been published in recent years than his "Seaside Studies" and his "Physiology of Common Life."

But perhaps the special reason why his death will be regarded with peculiar interest in every country in Europe remains to be mentioned. The greatest living novelist, and indeed in the judgment of many critics the most remarkable female writer who ever lived, has for years been associated by close ties of regard with the Philosophic Biographer. It will be a calamity to letters if this loss prevents her from continuing to delight the public with those inimitably finished portraits of country life and those thoughtful poems which occupy so prominent a place in the literary productions of the century. There can be little doubt that the companionship of a man like Lewes must have been of inestimable importance to the novelist with whose loss England, America, the continent, and even the sojourners in far off China, will sympathise.

THE SUZERAINTY OF THE LIUCHIU ISLANDS.

We extract some particulars from recent numbers of the *Shén-pao*, which are interesting as indicating that the struggle between China and Japan for the supremacy of these islands, which the settlement of the Formosan difficulties placed in abeyance for a time, has again revived and promises to culminate in Japan's assuming definite possession of what has long been equivocal territory.

Some weeks ago, a document which purported to be an appeal by certain Liuchuan officials to the representatives of the various Treaty powers, praying them to use their influence with Japan in having their country accorded the liberty of maintaining its former status as a dependency of China, obtained wide circulation in the

columns of the native Press. This statement, which, if genuine, evinces a decided preference for China, commences by tracing the past history of the islands since their first becoming subordinate to China.

A tribute mission was sent to China for the first time in the year 1372; twenty-two years later, the King of Liuchiu received investiture from the Emperor Yung-Loh, and the prerogative has been exercised by the successive rulers of China down to the present day. The use of the Chinese Calendar, the adoption of the Chinese written language, and the tribute missions which proceed to Peking once every two years, all point to the supremacy of the latter country. The kind attentions which shipwrecked Liuchiuan have ever received from the provincial authorities in China, and the unusual advantages which sons of high Liuchiuan officials derive from a course of instruction in the Imperial Academy at Peking, are quoted as instances of the benefits accruing to Liuchiu from its connexion with China.

The relations of Liuchiu with Western nations date from the year 1859, when the Dutch sent a special Ambassador to visit the country and negotiate a commercial treaty. The Chinese language and the Chinese system of reckoning were employed in framing this compact. Subsequent alliances were entered into with France and Germany.

Japan's policy of encroachment commenced in 1872. During this and the following years, the right of investiture to the Liuchiuan Throne and the management of Liuchiuan affairs drifted by degrees into the hands of the Japanese Government, until, in 1875, the Japanese Prime Minister plainly intimated the necessity of their adopting the Japanese Calendar and the Japanese system of legislature. Under such circumstances, the Liuchiuan officials have no resource but to appeal to the representatives of Western nations to intercede on their behalf. In conclusion, they would point to the fact that the Chinese system of reckoning has been employed in all their compacts with other countries, and that such instruments would be vitiated by the change the Japanese insist on their adopting.

The publication of the foregoing document has elicited a series of criticisms from the native Press in Japan, which agrees in condemning it as a mean forgery designed to alienate the affections of the Liuchiuan from the only country which has befriended them.

A cursory glance at its contents convinces the Japanese writers that it is the production of some "plucked" *hsiu ts'ai*, or some grovelling official who has not prostituted his pen to such a service gratuitously. The whole ring and style of the thing savours strongly of Chinese officialdom. Reference is made to China's treatment of shipwrecked Liuchiuan in face of the fact that only two years ago, Japan, at no slight expenditure of men and money, organised an expedition against the Formosan aborigines to exact vengeance for the brutal murder of Liuchiuan cast upon the coast.

There is only one remedy to do away with such vaunting, and that is to sever for ever any further communication between

China and Liuchiu, and to forbid the queue-bearing race from stirring up strife by their meddling interference in what does not concern them. Japan's rôle is to embrace the opportunity now offered by the internal troubles raging in China to incorporate Liuchiu into a separate department under the exclusive control of Japanese officials. If that be thought too aggressive a measure, three conditions must be imposed upon the islanders—firstly, that the heir apparent to the Liuchuan Throne reside as a hostage at Jeddo; secondly, that no more tribute be paid to China; and thirdly, that the Japanese Calendar be substituted in place of the Chinese.

Outports.

TIENTSIN.

Little of public nature, or calculated to attract public attention, has occurred of later. The return of the Viceroy to Pao-tung-fu for the winter, ceases any longer to attract attention. The concert referred to in a former communication, in aid of the Temperance Society's work, was successfully given on the 20th December. Special mention should be made of the artistic rendering given to the instrumental pieces by the lady performers. The part songs and solos, especially the one by a lady amateur, were also well rendered, and judging by the applause which greeted each performance, and the encores which would take no denial, an appreciative audience was in attendance.—Dinner and dancing parties have helped to drive away all tendency to stagnation from what has by many been considered a dull place in the winter. A new building, or concert and club room in connection with the Temperance Hall, has recently been erected, and was first used for an exhibition of photographic views of interesting places in and around Peking on the 2nd ult. They came out well on the canvas, and were well worth being seen. The night was exceptionally windy and dusty, besides being cold. This may account for the few in attendance. We may notice that the necessary darkness of the moon did not prevent the presence of tobacco smoke and loud talking from being clearly perceptible, and equally annoying (!) The prominent topic of conversation for the last day or two is the winter mail; for it has just come to our knowledge that the Governor of Shantung has taken such a deep interest in our mail matter, as to detain all couriers wearing the insignia of the Imperial Customs' Postal Service at his capital. Whether he is in the search of knowledge, does not appear—neither do our letters. Efforts are being made by our worthy Commissioner to secure the release of the couriers now there, and the non-detention of later mails. We understand that the Customs' Taotai—the superior Customs' officer at Tientsin, declines to render any assistance in the matter, inasmuch as he says that he knows nothing about this postal service (i. e. officially), for he was never consulted, and had no part in establishing it. Hence he knows no more about how our mails are to be taken out of quarantine than he does of the probable condition of the weather—an interesting state of affairs, truly.

It is a great misfortune that this detention of mails should have occurred, for it decreases what confidence had been placed in the efficiency of a service begun in such anomalous circumstances, and with no proper authority or power behind it, as in a governmental postal service to give it either a legal standing or a sufficient support. Announcing itself as the Imperial Customs' postal service, it should

have had the sanction and support of all the leading Customs' officials, both native and foreign, of all the places between which it was to operate, and especially of the chief of the staff in the place where it originated and was brought into use. Here a fatal error was committed, according to the reported statement of the Tientsin Customs' Taotai, the superior officer at this place. It may fail for want of his support; it must fail if he oppose.

As a system, it seems to be open to two criticisms. One is the mistake into which almost all such services have fallen at the first, viz., the charges are too great; and this by at least one half. It can never command patronage beyond the necessities of the case, till its charges are reduced, or foster a spirit of letter writing, either among foreigners or Chinese, even though it had a legal status and a powerful support. The other criticism lies against the expensiveness of the service itself, the two frequent despatch of mails, and the consequent employment of too many couriers. The daily despatch of couriers between this and Peking, and during the winter between this and Shanghai, is more than the demands of business or the necessities of the case require. A semi-weekly despatch would be all sufficient, and be a great saving in the expenses of the system. All these defects may, however, be easily remedied, and with all our hearts, we wish success to what may be made so useful, and is so much needed as a regular and reliable postal system. Most of all just now, we want our letters.

The river, which closed opposite the Settlement on the 23rd December, has recently become quite free of ice. This is the result of a succession of wild days, together with a sudden rise in the river, consequent probably upon the melting of snow in the mountains. The winter has been a wild one, so far.

8th Jan.

CHEFOO.

Our correspondent writes that a German vessel, the *Fidilio*, while on passage from Swatow, was wrecked somewhere on the S.E. Promontory during a snowstorm on Christmas day. It was said the ship had been boarded by natives and plundered, the crew being driven off. Further enquiry, however, shows that only a few private effects of the Captain and one or two trifling articles were stolen, and those have since been restored. The Captain complains that the natives did not give him all the assistance they might have done, but beyond this nothing appears to have happened.

We have had a fearfully rough and cold month, and in about a week no less than three wrecks were reported round about here. Chinese New Year's day, the 22nd ult., was so rough that almost every ship in harbour had hard times to hold their own, and there was a scramble between two or three as to which should hit the shore first. Fortunately the only ship that parted her cable was the German brig *Rebecca*, and she "fetched up," just under Tower Hill, a little westward of the house that may be known as the Chefoo Convention house, i. e., the one occupied by Sir T. Wade in 1876. She was nearly loaded with bean-cake for Amoy. The men were got on shore slung on ropes leading from the masts. Some other vessels, though they dragged their anchors more or less, met with no serious accident. The wreck of the *Rebecca* was sold for about \$1,600, and the cargo for a similar sum; and the spars, &c. separately realized a very fair amount.

Then we heard of the wrecks of the German brig *Condor*, about 15 miles to the west, in the bay into which the Fushan river flows; and the German barque *Rosa Böttcher*, somewhere in the neighbourhood of the Promontory.

The *Condor* realized at auction some 5,000 odd dollars for ship and cargo, and the *Rosa Böttcher* was sold for some \$3,000 odd, with cargo.

The *Condor's* men suffered terribly, all being more or less frostbitten. One poor fellow, the second mate, jumped overboard to get on shore, after the ship grounded; but was a corpse when he came to the surface of the water. The others eventually reached the beach by boat, and took possession of a hut they found unoccupied, close by. A Japanese boy was frozen to death while lying down to sleep there. The Chinese in the neighbourhood are said to have treated them kindly. The Captain has died since he was brought into the Settlement, and the rest of the crew are all in hospital.

We were enabled this winter, by taking a little trouble in the matter, to obtain a sheet of ice near the Settlement suitable for skating, and many of the residents have made the most of the opportunity to indulge in this pleasant exercise.

As usual at this time of the year, everything is quiet with the exception of crackers, dragons, gongs, cymbals, and other native musical instruments.

The Custom's Courier Service between yours and this can scarcely be considered a success, judging from this season's experience. Some of our friends in the Custom house had the pleasure of waiting about a fortnight for their mails, &c., after the majority of the residents had received theirs by the *Ping On*, on a trip near 'Xmastime. Even now there are letters, &c., expected which are supposed to have started from Shanghai some three weeks or more ago.

The *Havilah* arrived yesterday, after a rather long passage of thirteen days.

Would not this be a better way, in the absence of steamers, of sending letters, than overland?

4th Feb.

Another correspondent says:—The northern coast of Shantung was visited with a severe storm on the night of the 22nd January, which proved fatal to several vessels bound to Chefoo from Southern ports. The wind had been from the South the previous afternoon, but towards evening it veered round to the Eastward, with much snow; it increased in violence towards the North-east, finally blowing furiously from the North, bringing clouds of dust that formed quite a layer of dark color on the surface of the snow which had previously fallen. The cold was intense, so much so that the crews of the vessels on whom the storm fell were rendered incapable of working them, and several persons were severely frostbitten on board. The German brig *Rebecca* drove from her anchor in Chefoo harbour, was cast on the rocks at the foot of Yantai hill, and was soon disabled. The German brig *Condor* was blown past Chefoo, and driven ashore in an unmanageable state, some twenty miles to the westward. The second mate of this vessel tried to reach the land, but was frozen in the water immediately. Several of the sailors were frostbitten and are now in hospital under treatment. The Captain was severely frostbitten and has since died. The *Rosa Böttcher* also got ashore near Wei-hai-wei, and has since become a total wreck. The crew, however, were all saved, and were brought here by the Chinese gunboat on the station, which went and rendered every assistance possible to the shipwrecked mariners.

6th Feb.

NEWCHWANG.

From a private source, we have been favoured with a glance of advices from Newchwang, under date of the 3rd January. There are complaints on all sides that the Customs Mail Service has proved to be a failure so far as Newchwang is concerned,

inasmuch as no letters or papers had been received since the port was closed in the latter part of November. The community are loud in their condemnation of the new postal system, and consider that they are entitled to some explanation from the proper authorities; and if better arrangements cannot be made, it is thought advisable to revert to the old custom of special couriers.

The winter has been a severe one, large quantities of snow having fallen in the North.

A noted rebel named Han Pien-wai has caused a great deal of trouble in the gold region of Kirin; and it was reported that a foreigner, probably a Russian, had been killed near the Amoor by the populace. In consequence of this latter outrage, it is said two high Commissioners have been sent post haste from Peking to Kirin.

The French priests report that the Russians have had a steamer on the Sungaria several times during the past year; and they also say that one of their priests had been maltreated, having been mistaken for a Russian spy.

It now appears doubtful whether the King of Corea, who recently died, was the old or the young King.

A second correspondent says:—We are doomed to disappointment in regard to our Winter mails. This year certainly the fault is not with the Customs, for those people whose letters were sent to the care of the Commissioners at Shanghai and other ports are being regularly supplied, whereas home letters and papers addressed through the General Post-Office direct to the port of Newchwang, have not received that attention which one might have expected. Oh! the budget of letters, &c., lying somewhere, and which will reach us perhaps on the opening of the port! Red-tape, and the Circumlocution Office are being blamed in pretty tall talk, I can tell you! Now, in one of our issues of November, you notify the times and seasons when the Customs will transmit letters, papers, telegrams and parcels, through the head office at Tientsin, and via Peking and Chefoo. Presuming there may be mail matter lying at your Local or General Post Offices, is it not the duty of the managers to avail themselves of the means advertised by the Customs—or if they object to do so, are they not bound to despatch couriers themselves? Clearly, a letter or telegram addressed to John Bull, at Newchwang, if prepaid in London, must be forwarded without delay, or liability for negligence will be incurred, and I can hardly believe that such a liability will be lightly risked. The answer may be that the Customs cannot be trusted; then, I say, "organise a better mode of transmission if you will—but do not keep my correspondence till the steamers run again." It will be a good thing when the Post in China is thoroughly under the control of the Customs.

The community has been thrown in the greatest grief by the death of one of our oldest residents, Mrs. James Watson, a lady who had endeared herself to everyone by her unselfishness and sympathy for others. It is at any time a terrible loss, but in a small community like ours, the death of a member falls upon us as if it were part of one's family. The void which this loss has caused, and the gloom left amongst us, are the sincerest mourning that can be shewn.

9th January.

Another correspondent writes:—A profound gloom has been cast over the entire community by the death, on the 7th inst., after a fortnight's illness, of Mrs. James Watson, the wife of our esteemed physician. Her remains were interred in the cemetery on the 9th instant, and were accompanied to the grave by the whole of the foreign residents. Her loss will be long mourned by past and present residents at this

port, by whom she was alike respected and beloved, for her intellectual endowment, her unfailing sympathy, and the many acts of unassuming kindness so cheerfully performed by her; and when the port reopens, many visitors will miss the presence of a cordial and kindly hostess.

11th January.

SOOCHOW.

The fine weather causes pleasure-seekers to turn out in large numbers. The central place for the city and country people is the City Temple. The street in front is so jammed and packed that it is difficult to make your way. Among the hundred side-shows is a boy with four hands, a bright and talkative little fellow; he looks as if nature intended another pair of Siamese twins, but did not carry out its intentions. The death of a coolie while carrying a chair has caused considerable talk, as all sudden deaths do in China. The native post closed during the New Year's holidays, then re-opened a few days. The last ten days it has been closed again to settle the rates.

11th Feb.

NINGPO.

A very large audience assembled in the General Office of the Custom House, (by kind permission of the Commissioner, Mr. E. B. Drew,) on the evening of Friday last, the 7th inst., to witness the third entertainment provided by the Committee of the Ningpo Book Club during the present season. As usual, readings and music formed the staple of the programme, which comprised twelve items, including Dickens's trial from "Pickwick," Aldrich's "Young Desperado," Max Adelaar's "Young Chubb," &c. The principal songs were "The Arcthusa," "Celia," "The Warrior Bold," "My native land," (by a lady,) and Leperillo's song from "Don Giovanni." Several instrumental pieces were also given with good effect and the entertainment was brought to a lively conclusion by an admirable representation of George Grossmith's operatic sketch, for two characters, called "Cups and Saucers." Great applause greeted the two very clever amateurs who personated the "Old Chinamanians" in so humorous and entertaining a manner. Mrs. Worcester's song "My little Saucer," and the General's "Foo-choo-chan," were capitally given, while the "Farewell" song and the comical finale, "Old China," caused immense merriment. The general feeling was that the Book Club had seldom provided so excellent a programme and the pleased audience dispersed, humming Mr. Grossmith's catching refrain:—

"We'll marry as soon as we possibly can,
We'll give up Old China and live in Japan."

FOOCHOW.

The *Herald* says the Imperial Commissioner, Ting Jih-ch'ang, appears to make little progress in the matter of the Wushih-shan affair; but his instructions to settle the dispute are of a very decided character. The *Herald* is glad to hear that the race-course scheme has fallen through. It is rumoured that the Chinese Commissioner will not listen to it. The alternative is, however, simple enough—Let the native officials rebuild the Missionary house, or prove the alleged encroachment in an English Court; and, if they have any respect for their own authority, the punishment of Ling Ying-ling and the other ringleaders in the outrage should follow, as a matter of simple justice to the foreign community.

H.E. Wu, the Imperial Commissioner at Mamoi Arsenal, is seriously ill. His Excellency has only lately resigned the acting-Governorship of the province,—at his own request.

The Amoy-Foochow courier line was to cease running after the 31st ult. It is

understood that the working of the line will be resumed on the 1st May next. On the whole, the service has been carried out with great regularity during the past season; and it is believed it has given general satisfaction.

The new mortuary chapel at Pagoda Anchorage is now completed. The building is twenty-five feet long by eighteen feet wide. The interior is furnished with ten seats and a reading desk, and is capable of accommodating about forty persons. Owing to the exposed nature of the site, the building had necessarily to be of the most solid structure; wood-work has, therefore, been so far as possible, avoided, the chapel being constructed almost entirely of stone; and the roof, which is flat, has been laid with strong tiles. A number of trees and flowering shrubs have also been planted around the ground, which, in course of time, will no doubt vastly improve the appearance of the cemetery.

Dr. Osgood was the victim of a curious piece of Manchu strategy on Sunday, the 12th ult. On that day a messenger from the city came to him, stating that a woman had received some very serious injuries, from which she was likely to die, and his services were needed immediately; that the woman was a bride who had just been married; that her husband had discovered something, and in his anger he had hacked her in a most frightful manner. The kind-hearted doctor immediately started on his errand of mercy. On arriving at the house, in the Manchu quarter, he found the patient suffering intensely from many severe wounds; but he soon noticed that her hands were very large and bony—still, he was not sure but that this might be a peculiarity of Manchu women. It was not long before he discovered that she had a long queue; and then he indignantly demanded why he had been thus deceived? Whereupon, with a smile, that was child-like and bland, the messenger told him that they knew he would not come so far to attend a man, but would require them to bring him to the Hospital; so they had devised the expedient of inviting him to visit a much-injured bride! There was a dead body in the house, and another in the adjoining house. These were killed, and the doctor's patient wounded in a fight arising out of some gambling dispute. When the doctor went on the second day to see his patient, the dead body was still lying precisely where it had been the day before. Some officials were there to investigate the matter, and they thanked the doctor for his kindness in attending the wounded man.

H.M.S. *Sheldrake* arrived at Foochow, from Tamsui, on the 29th ult.

AMOY.

The *Amoy Gazette* understands that small-pox is now very prevalent among the Chinese children of Amoy. Adults seem to have been attacked in but few cases; owing, probably, to the fact that they have all had the disease in childhood. These periodical epidemics of small-pox occur always in the winter time, and are due partly to the selection of this season by the faculty for inoculation, and partly to the crowding during the cold weather, which facilitates the spread of the complaint from one to another. It is also at this season that the poorer classes redeem their clothes from the pawnshop, where they may have easily been brought into contact with other infected garments.—A meeting of subscribers to the Sailors' Club was held on the 31st January, Mr. C. Alabaster, H.M. Consul, in the chair. Present: Revs. Dr. Talmage, Kip and Sadler, Messrs. Pye and Budler. The Minutes of previous meeting were read and confirmed. The Chairman stated the object of meeting was to elect a new committee in place of Messrs. Craig, Dukes and Kip, who had left or were leaving the port, and

mentioned that the funds standing to the credit of the institution in the hands of Messrs. Boyd & Co., who kindly acted as bankers, amounted to \$470.95. The Rev. Mr. Kip stated that the old lot had been exchanged for one opposite the Old Seamen's Club, as determined at previous meeting. It was then proposed by the Chairman and seconded by the Rev. Mr. Kip, that Messrs. Pye, MacGowan and Howard be elected the committee in place of Messrs. Craig, Dukes and Kip, retired. Carried *nem. con.* It was then proposed by Rev. Dr. Talmage and seconded by Rev. Mr. Sadler that the Rev. Mr. Thompson be added to the above committee. Carried *nem. con.*

HONGKONG.

The name of Mr. Hall, the *Oceanic* hero, —who was arrested, it may be remembered, on the 17th ult., by virtue of a writ for \$36,000, the amount a Bank of San Francisco was supposed to have lost through his absconding—appears in the list of passengers who left Hongkong by the *Pekin* for Southampton. The *Mail* has not learnt how the matter has been arranged, but presumes some amicable understanding must have been come to, as Mr. Hall was released from custody some days ago. Some \$7,000, it may be remembered, were recovered.

By San Francisco files the particulars of the loss of the P.M.S.S. *Georgia* are to hand. The *Mail* says the vessel when wrecked was commanded by Captain H. B. Howard, late of the *Alaska*, and well-known on this coast. Grave charges of misconduct were brought by the passengers against the captain, and stoutly denied by that officer. In his defence he attributes the loss of the vessel to an unknown current, and said the passengers had accused him because they had failed to recover the value of their baggage from the Company. At the close of the evidence, "Captain Freeman stated that the Board of Inspectors was in possession of all the evidence deemed necessary to enable the members to form an opinion in the case, and that after examining all evidence given, they should make up their report, either exonerating Captain Howard from all culpability or recommending the revocation of his license as Master. This report will be presented to C. O. Bemis, Supervising Inspector, who acts as a reviewing officer in these cases. The decision of Mr. Bemis, either confirming or rejecting the report, is final."

The *Daily Press* says the Russian corvette *Bayan* left on the 4th inst., for Europe and exchanged salutes with the English and French Admirals and the Commodore.—Under the patronage of His Excellency the Governor, and by permission of Vice-Admiral C. B. Coote, C.B., and Major-General Donovan, the Army and Navy Athletic Sports were to take place on the Cricket Ground on the 10th and 11th insts. Among the events were three open to officers of the Army and Navy and foreign men-of-war, and members of the Hongkong Club and Club Germania.—The three yachts entered for the Douglas Challenge Cup race started on the morning of the 4th instant, on their journey to Macao and back. The stations were:—No. 1 *Warc*, No. 2 *Naomi*, No. 3 *Naiad*. *Naomi* won the cup last year, and is therefore the present holder.

From the *Daily Press* we learn that the Hon. George Phillippo, Attorney-General, left Hongkong by the P. and O. mail steamer *Pekin*. We trust that the change will have the desired effect in restoring the learned gentleman to health. Before the rising of the Supreme Court on the 31st ult., the Chief Justice said—"I am very sorry, Mr. Attorney, for the cause which necessitates your leaving us, and I am also very sorry personally that you are leaving us. We have had our little difficulties, but we cannot do our duty if we

don't sometimes do it rather warmly. I feel we are losing in your going away." The Attorney-General replied—"I am very much obliged to your Lordship."—The schedule of the annual flower show of the Hongkong Horticultural Exhibition Society has been issued, and contains altogether seventy-seven prizes, which will include six prizes in which Government gardeners may compete, and two silver cups for the best collection of plants and flowers and the best exhibit of vegetables. Intending exhibitors are to send their plants in pots not later than five p.m. on Tuesday, the 11th inst., and the show will be held on the two following days.—Mr. L. O. Hall, who was arrested a short time ago on his arrival at Hongkong from America, on a warrant for a large sum of money, was released some days ago and left for Southampton by the mail on Saturday.

The *China Mail* understands that steps are being taken for lighting up the Kowloon and Aberdeen Docks with the electric light. Gas is not available at either of these places, and, even if it were, its advantages would bear no comparison with those of the electric light. It is possible that with the aid of one or two electric lights at each of these docks, work could be carried on at them during the night with very little more inconvenience than during the day. The advantages and importance of being able to work on vessels in dock by night as well as by day are too obvious, in cases of emergency, to need pointing out. A few weeks ago we extracted a *naparajah* from a Shapohai paper, stating that an "Electric Light Company" had been formed in the Settlement, and that the necessary apparatus for a start was expected out in about a couple of months. Although we have not gone so far here as to form an "Electric Light Company"—which is a rather imposing title, whatever it may represent—yet we are inclined to believe that Hongkong will not be far behind Shanghai in this matter, so far at least as practical results are concerned. It is rather early yet for a serious and extensive undertaking to supersede the use of gas in the Far East, either in public places or in our private dwellings. We have yet to learn the results of the experiments on the Thames embankment and in various institutions in the Metropolis, which can, we think, without our incurring a charge of lack of enterprise, be permitted to take the lead of Hongkong, Shanghai, Yokohama and the other ports in the Far East with regard to the adoption of new and somewhat costly inventions.

As the s.s. *Yangtze* was leaving the Harbour on the evening of the 6th inst., she collided with a stone-junk, near Pui-cheung-wan. The junk, which was stone-laden, was endeavouring apparently to cross the steamer's bow, and the steamer cut her right down. She sunk almost immediately. Two lads are said to be missing, but the remainder of the crew, eighteen in number, were picked up by the steamer and sent in by the pilot boat. The steamer then proceeded.

CANTON.

Last night our Dramatic Amateurs gave a most successful performance in the Concordia Hall before a highly appreciative audience. The pieces placed on the boards were Buckstone's comic drama, "A Rough Diamond" and a French burlesque entitled "Le Passage de Venus," both of which were effectively played, and the actors were vigorously applauded. Great credit is due to the Amateurs for the trouble they take to get up these entertainments, which are a real relief to the monotony of life on Shameen.

The gentry and other inhabitants of Kiangchow, in Hainan, have petitioned the Lieutenant-Governor to take immediate steps to suppress the Hakka rising in the island, and to that end they ask that rein-

forcements may be despatched without delay to assist the troops there in their operations against the rioters. The petition has been granted, and a Brigadier-General has been ordered to start with a body of soldiers for Hoihow. Two hundred troops stationed in the Western Suburb have been selected amongst others for this service. The people of Kiangchow have been told, at the same time, that they must do something towards their own defence by getting up volunteers to co-operate with the Imperial troops. It is evident that the Canton authorities have not many soldiers to spare, and they no doubt will have enough to do to find men and munitions to cope with Li Yung-choi.

The various Government offices, which were closed at the end of Chinese year, will be opened again on the 10th February when the official duties will recommence.—*Daily Press Cor.*

29th Jan.

A correspondent of the *China Mail* writes, Ch'ing Fu, whose appointment to the post of Acting Treasurer of the province of Kwangtung was noticed two or three days ago, was formerly Judge of the same province. He was promoted to the office of Treasurer of the province of Honan in December last. To judge by the universal demand for his services, he must be an officer of no ordinary ability.

31st Jan.

A correspondent of the *China Mail* writes that from the tenor of letters and newspaper accounts from America, and information direct from those best entitled to speak upon the subject, I am enabled to declare the probability that the imputation of a misappropriation of goods hypotheated by Messrs. Olyphant & Co., as charged in the *London and China Express* of 13th December is wholly erroneous.

4th February.

NAGASAKI.

The *Rising Sun* says it is a long time since Nagasaki was visited by such a severe storm of wind and rain as occurred there on Monday, the 27th ult. For a time the wind blew almost half a gale, and all small craft were glad to seek friendly shelter. The appearance of the water resembled boiling surge, the steam which arose creating a cloud of vapour, rendering navigation difficult.—On the 1st instant, H.M. gunboat *Lapwing* was on her way to Nagasaki from Hongkong to relieve the *Egeria*. It is expected that the *Lapwing* will remain for some time at Nagasaki. The only men-of-war in harbour on the 1st were H.M.S. *Egeria* and H.L.R.M.S. *Ermak*.

HIOGO.

"Somebody" appears to have been joking the *Hiogo News*, as witness the following, cut from its columns:—"A gentleman recently arrived from Shanghai informs us that the Gas Company—not the Municipal Council—has ordered from Europe a complete set of apparatus necessary for lighting the Bund by means of electricity, and that it is expected to arrive in a few weeks. It is considered that four lamps will be sufficient to furnish the requisite illumination. The total cost for the plant and the fixing of it in working order is to be £2,000. The experiment is made by the Gas Company with the intention of giving the new light a fair trial; in the event of its proving a success, the scheme is to be fully developed."—Shortly after the *Monocacy* left harbour for Nagasaki on the 22nd ult., says the *News*, she came in contact with a junk of about a thousand *koku*, laden with salt and potatoes, cutting into her on the starboard side so deeply as to disable her. The crew—with the exception of one man, we believe, who

elected to remain on board—were taken off by the steamer, which returned to the bay and landed them, immediately afterwards proceeding on her journey. As Mr. Warburton was returning from the direction of Akashi in his boat, between eight and nine o'clock on the morning in question, he was hailed from the beach when off Suma and requested to render assistance to some men on a wreck, which was said to be drifting with the tide in the direction of the Kii Channel. The boat was at once headed in the direction indicated, and at about twelve o'clock, after a run of about 13 miles, the wreck was reached. She was on her beam ends, with the salt bags floating round her. There was a fishing-boat alongside her, and three men on her side, but in reply to an offer made to take them off they said they did not require any assistance. The vessel, they stated, had been run down by a Japanese man-of-war. We have no further particulars of a reliable nature to offer at present, the U.S. Consul not yet being in possession of any official communication from the local authorities.

YOKOHAMA.

The Masonic Ball, which took place on the 20th ultimo, was a great success, as over seventy-five ladies were present, and it did not break up until 4 o'clock in the morning. The *Gazette* says that a more successful ball has never been seen here. The prognostications of failure proved all to be unfounded, and the community roused with perfect good feeling, and the faces of both hosts and guests seemed radiant with animation and good humour. We most heartily congratulate the committee on the very great success that has rewarded their labours, and which made experienced ball-goers fancy that they were back in Europe. During the past fortnight much surprise has been evoked by the extraordinary reception given by the Imperial Government to Mr. E. J. Reed, M.P., to whom the honours specially due to Royal personages have been paid, a circumstance that has placed some of the Japanese Ministers in a ridiculous light. The Japanese newspapers report that Mr. Reed, on his return to England, will render certain services to Japan in the House of Commons, in the matters of treaty tariffs, extra-territoriality, and the policy of the British Minister. His Excellency Kawaji, Minister of Police, will leave shortly for Europe. He is to take with him nearly one hundred thousand silver dollars for the expenses of his tour, which is to occupy about two years. He has been ordered to examine the various prisons of Europe. We expect he will find the new houses of detention and forced industry in Berlin, the best. General Kawaji labours under the serious misfortune of very great unpopularity with his countrymen, and it is believed that during the past summer he has been in danger of assassination. He has also incurred reproach, probably unmerited, of having been a passive witness of a dreadful occurrence. The *Gazette* says it has always rejected the legend referred to, because its reported circumstances are incredible.

The *Herald* says the Minister of Spain on the 27th ultimo remitted to the Minister of Foreign Affairs the decoration of the cross of the 2nd class of the Order for Naval Merit, which the King of Spain has conferred upon Nakama Bai Kin, for his noble and humane conduct towards the shipwrecked crew of the Spanish vessel *Esperanza*, which was lost on the coast of Patehusan, in the Loo Choo Islands, in the month of June, 1877.—The Imperial army is again discontented. It was hoped that when General Saigo succeeded General Yamagata as Minister for War, the army would at once, under its new and trusted chief, return to the old loyalty. The Imperial army, like the sister service the navy, did good service in the Satsuma

rebellion; in fact no men could have behaved better, though to many of the officers and soldiers the test was a hard one. The war was waged against blood relations. No discontents were apparent for many months after the campaign, but in the autumn, with few and short warnings, the Takebashi mutiny took the Government by surprise and disclosed a wide-spread spirit of revolt. The *Herald* cannot express any opinion upon the causes of the sudden and most evil change which has come to pass. Such information as it has says that the soldiers are well fed, clothed and housed, fairly paid, and not subjected to harsh discipline. It may be that the cause of the bad spirit now prevalent has a political origin, though this is denied by Japanese who have opportunities for forming opinions. The evil is most serious, and requires the immediate attention of the Imperial Government. The loyalty of the army is essential to the safety of the nation. Just now the spirit of disaffection is, unhappily, again spreading over the south, and it may be necessary, at any moment, to deal with the secret societies in a stern spirit in case the disloyal talk of some is changed into disloyal action. We trust General Saigo will be able to allay the discontents, whose seriousness cannot be exaggerated, and that Japan may again be able to place implicit confidence in the army which has already saved her from the horrors of the civil war which, at one time, threatened to overwhelm the Empire.

The *Kumamoto Shinbun* contains the following account of the recent plot or *Ko-shinto* party (or *Ara-gami-to*, i.e., rude god's party):—We are unable to obtain full particulars about the arrest of the members of the *Keppatsu-Shokwai*, or "Queene Society," but according to street rumours it was a very serious affair. They formed a conspiracy, and were to break out about New Year's Day, old style (the 22nd January), and were to attack a bank at Kawara-machi, from which they were to rob the money, and afterwards to attack the Garrison, the *Kencho*, the *Saibansho*, &c., and set fire to all buildings constructed in European style, and then collecting all the rascals together, they were to carry out their great object. Eleven men and one woman have been arrested, of whom Irako Jimjuro was the ringleader. In his house were found two standards and two signal flags, besides a quantity of armour and upwards of a hundred distinguishing badges. The coat of arms of the above-mentioned rude god was embroidered on the flags. There was also found a very beautifully made cushion. About this latter there are several rumours current, but as there may be danger in mentioning them, we refrain from doing so. Of the others who have been arrested, one is a *heimen*, named Kiokukaji, and it is reported that the Araganii (rude god) of the village of Kokuban, in the district of Tokuma, has entered into him, and that he is now "possessed." Another Murasaki is originally from Yashiro, but has been living together with Kiokukaji. He is now under arrest, but is so obstinate that he will not confess anything at all. Eto is a man who joined himself to the Kumamoto rebellion of 1876 (not Saigo's one), and was at the time sentenced to five years' penal servitude, but has recently returned home to look after his parents. The woman is the wife of Hatake-naka, and is a native of the village of Zeho. She had presented a piece of cotton cloth to the "rude god." In the said god's temple were concealed a quantity of swords and spears. The number of the conspirators is, by their confessions, about 600 men. The above are the most trustworthy of the many street rumours which are current. Six of those who were at first arrested, have since been liberated.

The *Osaka Nippo* contains the following respecting the plot:—The new conspirators are quite different from those who were

formerly known as the *Jimputo*. These are called the *Ko-shin-to* or *Aragami-to*, but we are unable to learn what their secret plot was. They worshipped a certain *Inari* or "god of rice," and asked for his sacred will on their proceedings. Then they were told by divining rods that they should carry out their plot on New Year's eve of the old calendar.

Peking Gazettes.

ABSTRACT OF PEKING GAZETTES.

November 30th.—(1) Decree. Peng Yü-lin having memorialized on necessary repairs to dikes at Fan-kou, in Hupeh, Li Han-chang was directed to act according to the request of the memorialist. Li Han-chang having now reported the completion of the repairs and the establishment of a stone canal lock, he will after some time report again on the benefit of the latter.

(2) Rescript. Shou Ch'ang (壽昌) is to receive the vacant post of Director of the Court of State Ceremonial.

(3) Memorial. T'u Tsung-ying, Governor of Honan, requests that a change be effected in the regulations regarding acting appointments, which is granted by rescript, the Board of Civil Office to take note.

(4) Memorial. The Imperial clansman Yen Hsiü prays that a temple be erected to the God of Water (龍神) for the people's welfare, the god having sent rain as requested and so relieved the famine-stricken districts of the Empire.—Rescript already recorded.

(5) Memorial. T'u Tsung-ying, Governor of Honan, requests the Imperial sanction for having executed seven robbers, who during the present famine kidnapped, ravished, and sold women and girls. The Governor claims his right for having done so before memorializing, by referring to a by-law made at the request of the Governor-General of Chihli in 1870.—Rescript already recorded.

(6) Memorial. The same, together with the Director-General of the Yellow River, Li Ho-nien, solicit an Imperial votive tablet for the River God, who has protected the fleet carrying the tribute rice.—Rescript already recorded.

(7) Postscript memorial. T'u Tsung-ying, Governor of Honan, reports the arrival of a Taotai at his post.—Rescript: Noted.

(8) Memorial. Yü Shih petitions to be allowed to retire on account of his eyesight failing and preventing him performing his duty.—Rescript already recorded.

(9) Postscript memorial. Pao Ying reports having left Robdo and having performed, by Imperial command, the sacrificial rites on account of the death of the Prince (beile) Badsarjana of the Turbet army. The son of the deceased and all the officers have expressed their deep gratitude for the affectionate regard of His Majesty.—Rescript: Noted.

December 1st.—(1) Rescript regarding the appointment of a Deputy Lieutenant-General (Fu tu-tung).

(2) Rescript. A District Police Master and Jail Warden of Kiangsi is cashiered for gross misconduct. The Governor is ordered to investigate the case, as also that of the acting District Magistrate of Lo-p'ing Hsien, who pretends to have been absent on official business during that time. The proper Board shall take note.

(3) Memorial. The Imperial clansman, Yen Hsiü, impeaches a District Police Master and Jail Warden for remissness and allowing prisoners to escape, and requests his dismissal and trial, as also that a District Magistrate be handed over to the Board.—Rescript already recorded.

(4) Memorial. The newly appointed Provincial Judge of Shansi reports his arrival at his post and tenders his thanks for the Imperial favour.—Rescript: Noted.

(5) Memorial. Kwei Ch'ing and Pi Tao-yuen report that the northern new granary was consumed by fire, and request that the Director be handed over to the proper Board and together with the minor officials be ordered to make good the loss.—Rescript already recorded.

(6) Memorial. The Censor, Chang Ching, reports on the destruction of buildings of the northern new granary by fire and the consequent demolition of adjacent buildings. The granary contained the rice for the four western banners. A few days after his arrival he was informed of fire having broken out in an empty, dilapidated building, and another empty building was likewise destroyed before the progress of the fire was checked. No building containing rice was burnt. He has been informed that probably some of the rice carriers dropped fire from their pipes into the straw and that in this way the fire commenced. He asks that the Director be handed over to the Board for investigation and report, and that the employés be handed over to the Board of Punishments for trial.—Rescript already recorded.

(8) Memorial. The Governor of Honan, T'u Tsung-ying, now reports, as ordered by a Rescript, on the overflow of the river Ch'iu (沁) an affluent of the Yellow River. Two Taoists having examined the places of distress, the Governor states that more than 160 villages suffered by the breakage of the dikes, that they received money and grain in aid, and that the cost of the necessary repairs of the three dike breaches will amount to about Tls. 99,600.—Rescript: Noted.

(9) Memorial. Cheng Lin and others having been informed by the Deputy Major of police of the bordered yellow banner of a fire in the northern new granary, and of the employés having been handed over to the yamen for trial, reports this, leaving the report of the other circumstances of the fire to the yamen.—Rescript already recorded.

Dec. 2nd.—(1) Decree. At the request of Li Hung-chang, a votive tablet is granted for a temple of the god of water at Ch'ang-p'ing-chow, who sent rain at the prayer of the officials of the people of the said district. The Imperial College of Inscriptions (南書房 Nan-shu-fang), shall therefore prepare such tablet, which is to be forwarded to Li Hung-chang.

(2 and 3) Rescript. Two Censors are appointed as Superintendents of police for the central and the western division of Peking.

(4) Decree. Li Hung-chang has reported that an elder made false statements in order to appropriate part of the relief fund, and that the employés of a District Magistrate had extorted money. During the time that the elder of Chiao-ho Hsien (交河縣), was in charge of the relief work, the District Magistrate ought to have sent officials to verify his statements. The man has died in the meantime, but Li Hung-chang shall order his family to refund the fourteen piculs of grain thus wrongly appropriated. The District Magistrate, Hsi Ch'eng (徐城), is cashiered. The District Magistrate of Yuen-ch'eng Hsien, Sun-k'un, whose employés extorted money from the people, is also cashiered for ever.—Let the proper Board take note.

(5) Decree. Li Hung-chang has memorialised on the good services rendered by certain benevolent societies in the Empire in raising funds for the famine-stricken districts to the amount of over 500,000 taels and has prayed for the bestowal of votive tablets. The benevolent society Kuoyu Shan-tang (果育善堂), of Shanghai, the Tung-hua (東華) of Canton, the Yen-chi (仁濟) of Hu-chow in Chehkiang,

and the Silk Guild of Shanghai are each granted an Imperial votive tablet, prepared by the Imperial College of Inscriptions.

(6) Memorial. Li Hung-chang, Governor General of Chihli, conjointly with the Relief-commissioner, Kwei Ching-ming, and the Governor of Shansi, Tseng Kwo-ch'ien, recommend the officials who exerted themselves in the relief work in Shansi.—Rescript already recorded.

(7) Memorial. Li Hung-chang reports that the southern dike of the Yellow River has during the last two years been kept in good order, and recommends the officials who exerted themselves in the work. Rescript, let the proper Board consider and report.

(8) Postscript memorial. The same having been directed to report on the particulars of an overflow of the northern dike of the Yellow River, near K'ai-chow, and to order the necessary repairs, states that a dike built during the Sung and Yuen dynasties runs from K'ai-chow to Chang-ch'in in Shantung. In continuation of this old and firm dike a new one was built, which gave way. The breach has now been repaired and the damaged villages have been assisted with money and grain.—Rescript: noted.

(9) Postscript memorial. Ho Ching, Governor-General of Fukien and Chehkiang, reports that Tls. 1,500 per month were formerly granted for the expenses of the Governor of Fukien, who had gone to Formosa. The savages having shown signs of rebellious character, the acting Governor, Wu Tsuan-cheng, will have to subdue them, and, as in the former case, a grant of Tls. 1,500 per month is requested for his expenses.—Rescript: granted, let the Board of Revenue take note.

(10) Postscript memorial. Tu Tsung-ying memorializes that Wei Ying-kuang, Provincial Treasurer of Chehkiang, now appointed Governor of Hunan, has reported the death of his mother and his consequent inability to proceed to his post.—Rescript: noted.

(11) Postscript memorial. Yü-lu, Governor of Anhwei, reports that the acting Treasurer and Judge of Anhwei, Wang Ssu-chi (王思沂), has been appointed Provincial Judge of Shensi. The newly appointed Judge of Anhwei having, however, not yet returned from his audience at Peking, Wang Ssu-chi has to wait for his arrival before proceeding to his post in Shensi.—Rescript: noted.

December 3rd.—(1) Decree.—Yen Hsiu having denounced an Assistant Secretary (主事), sent by the Board of Punishments to Jeh-ho, as inefficient, the official is recalled. The Board of Punishments is ordered to depute another Secretary and to report on the efficiency of the former after some time.

(2) Decree. On the recommendation of Ch'i Yuen (岐元) some officers who effectually subdued some Mongolian rebels are rewarded; a first Captain is promoted to the rank of Major; a second Captain is to receive the single-eyed Peacock's Feather; a District Police-master and Jail Warden is to receive the first vacant post of Assistant Sub-Prefect.

(3) Memorial. Tsai Ling, a Grand Secretary in charge of the Board of Works, reports that Hwang Ho-ch'ing, an Assistant in the Council of State and expectant Assistant Secretary of the Board of Works, purchased the rank of District Magistrate in 1873. Neither the Board of Revenue recognised him as such, nor did he retire from the Board of Works, but was entered into the lists of the Board of Civil Office. His conduct not being quite comprehensible, he having apparently some artful design, memorialist requests that he be handed over to the Board, which should consider and report.—Rescript already recorded.

(4) Memorial. Ho Ching, Governor-General of Fukien and Cheh-kiang, Wu Tsuan-cheng, acting Governor of Fukien, and Sun I-ching, Literary Chancellor for Fukien, report on the establishment of public schools in the three districts of Taipei Fu, in Fukien, and in consequence request that the number of graduates for these districts be decided.—Rescript: Let the proper Board consider and report.

(5) Memorial. Li Hung-chang, Governor-General of Chihli, memorializes having received a report from the District Magistrate of T'ang-shan Hsien, on the murder of a turnkey by two prisoners who afterwards escaped from the prison. Their case has now been tried after their capture, and the one sentenced to be beheaded, the other to be hanged, and both to be marked with the word "murderer" on their left cheek. The second criminal has died before sentence was passed. A turnkey, who allowed the prisoners to make good their escape, is sentenced to ninety blows and to 2½ years' banishment. Other officials are to be handed over to the Board for trial.—Rescript: Let the Board of Punishments immediately consider and report.

(6) Postscript memorial. T'u Tsung-ying reports the return of an Assistant Secretary of the Board of Revenue, who had been deputed to the relief work in Honan.—Rescript: Noted.

December 4th.—Court Circular. The Imperial present of silk.

The Court of Sacrificial Worship (太常寺) prays that princes or dukes be nominated for the winter solstice sacrifices. The Princes of K'e and of Chuang are nominated.

(1) Decree. Kuang An, a Reader of the Grand Secretariat, having complained that of late Assistant Magistrates have taken up civil suits, a practice prohibited by law, Governors-General and Governors shall investigate and prohibit such malpractice.

(2) Decree. Ming An having sent in a postscript memorial with the draft of it enclosed, was ordered to send an explanation. He now states that the original draft had been forwarded by mistake, and prays that for this carelessness he be handed over to the Board, which shall consider and report.

(3) Decree. Kuang Shou (廣壽) and Ho Shou-t'zu (賀壽慈) have proposed to repair the upper part of the northern Grand Canal, that parts of it be deepened and dredged, that at other places the course of the Canal be laid straight by cutting through some of the bends, &c. Let it be as proposed, and let the proper Board take note. A map is attached.

(4) Decree. Kuang An, a Reader of the Grand Secretariat, having requested that an alteration in the rice rations for the bannermen be made, as the latter are in a miserable situation, and that the same be done with regard to the Lamas, the Board of Revenue are to consider and report.

(5) Decree. At the request of the same official, the Censors in charge of the five districts of Peking are to issue general prohibitions against gambling, which is the cause of robberies being committed.

(6) Memorial. The Prince of Kung, Minister of the Council of State, reports the death of one of the (60) Secretaries of the Council of State. To his post is appointed a second-class Secretary of the Board of Ceremonies, whose place is to be occupied by an expectant Senior Secretary of the Mongolian Superintendency (理藩院).—Rescript: Noted.

(7) Memorial. The Governor of Kweichow, Li Pei-ching, reports the trial and dismissal of the Assistant Sub-Prefect of Ch'ing-chiang (清江) for misconduct in the administration of his district.—Rescripts: Let the proper Board take note.

(8) Postscript memorial. Tu Tsung-ying reports the donations of the Assistant Reader of the Grand Secretariat Yuen Pao-lin (袁保齡), a son of the former Director-General of the Grain Transport, Yuen Chia-san (甲三), and a brother of

the Vice-President Yuen Pao-hun (保恒), towards the relief fund of Honan, amounting to over Tls. 3,000.—Rescript: Let him be raised in accordance with the regulations, and let the proper Board take note.

(9) Postscript memorial. Wu Yuen-ping, Governor of Kiangsu, reports the death of a second Captain Chung Fa (忠發), who left a deficit of Tls. 30,220 8m. 7c. 3c. in his accounts, which his son is required to repay. Memorialist prays that the late Captain be stripped of his rank.—Rescript: Granted, let the proper Board take note.

(10) Postscript memorial. Li Hung-chang recommends the following officials for promotion, for their works in connection with the famine relief:—Sub-Prefect Chu Tsai (朱采), District Magistrate, Lao Nai-ksien (勞乃宣), Elder Wu Chien-hsün (吳建勳), and others.—Rescript: Granted, let the proper Board take note.

(11) Postscript memorial. Tu Tsung-ying reports two cases of voluntary subscription to the famine relief, each of Tls. 1,000. In the first case, a native of the province entreated him to send the money, as his father had wished it on his deathbed. Both subscribers do not ask for reward. Memorialist therefore requests that a tablet with the words 樂善好施 (He delights in good works and has pleasure in aiding others) be granted them.—Rescript: Granted, let the proper Board take note.

(12) Postscript memorial. Li Hung-chang recommends several deputies, who accompanied a grain transport, destined for the relief of Shansi, from Fohkien to Tientsin, for promotion.—Rescript: Granted, let the proper Board take note.

(13) In another postscript memorial the same requests the bestowal of a native tablet to the River God, who miraculously protected the inhabitants of Chang-chia-k'ou during last summer, when the waters rushed down from the North-western hills.—Rescript already recorded.

Public Meetings.

MUNICIPAL COUNCIL.

At the meeting of the Council held at the Council Room, 17, Kiangse Road, Shanghai, on Monday, the 3rd February, 1879, at 9.30 o'clock a.m.

Present:—Messrs. J. Hart (chairman), R. H. Artindale, P. G. Hubbe, E. H. Lavers, E. G. Low, R. Mackenzie, G. Withers, and the Secretary.

The Minutes of the previous meeting are read, confirmed, signed by the Chairman, and passed for publication.

The Cash Statement, for the week ending 1st instant, is submitted, and cheques for sundry accounts are signed.

Budget for 1879—Draft Budget considered and approved.

Telegraph Lines—Contract with Mr. J. D. Bishop for maintenance of Council's telegraph lines, having expired, it is decided to renew it for one year on the same terms.

HANKOW LAND-RENTERS' MEETING.

This meeting was held on the 17th January, at the British Consulate, Hankow, for the purpose of passing accounts, electing a Council &c. The chair was occupied by P. J. Hughes, Esq., H.M.'s Consul, and there were present:—Messrs. White, Ramsay, Walter, Fisher, Marsh, Greaves, Grant, Hummel, Woodward, Ponomareff, Bröndsted, Père Angelo Vandagna, &c., &c.

The proceedings were commenced by the Chairman reading the notice calling the meeting.

Mr. RAMSAY, Chairman of the Municipal Council, then read the Annual Report, and placed upon the table an account of receipts and expenditure:—

REPORT.

Accounts. **Income.**—The House Tax shows a falling off of Tls. 181, caused by the reduction from 1½ to 1% on assessed rental. Imports are less by Tls. 60, but Exports will be about the same when the few outstandings are paid. There is an increase in Bund Frontage of Tls. 470, in payment for use of Hulk Tls. 690, and by sale of the Hulk of Tls. 713; making a total Income of Tls. 1,527 more than were received last year.

Expenditure.—Shows an increase under the headings of Police Tls. 180, Roads Tls. 440, Lighting Tls. 125, and grant to Recreation Club to improve the road Tls. 250. Tls. 950 less have been spent on the Bund, but contracts have been entered into to repair the Bund and Jetties for Tls. 1,120. A roller has been ordered from England to cost about Tls. 450, and two more carts are being built in Shanghai to cost Tls. 200, which will bring the expenditure on account of this year to Tls. 1,750 more than last year.

Roads.—At a general meeting of Land-Renters held the 18th October, 1878, it was the general wish that the centre and cross roads should be raised as funds permitted, and the work has been proceeded with.

Bund.—A severe storm in the middle of October caused serious damage to all the Jetties except that built last year, and it has been determined to rebuild them in a substantial manner similar to that built last year. Where the water laid bare some of the piles supporting the Bund wall, they were found to be almost entirely rotten, and it is probable that in a few years a large outlay will be required on this account.

Public Cemetery.—The fence and gatekeeper's house were destroyed by the flood, and have been rebuilt. There has been no interment during the year.

Lighting.—Enquiries have been instituted with the view of introducing the Electric Light if the replies prove favorable.

Local Post.—Continues to be availed of and to give satisfaction.

Police.—Under this heading must be noticed the increase of thieving in cargo boats, which has this year inflicted serious loss on many shippers of Tea; and Sergeant Blackett recommends the employment of a steam launch and two Manila men during the season. All cargo boats ought also to be registered.

Bund Frontage.—The right of mooring steamers' pontoons, &c., opposite Lots 1 & 4 has been let to Mr. Geo. McBain for a period of three years from 15th November, at a yearly rental of Tals. 1,110, and application having been made for similar right opposite Lots 6 & 9, tenders were invited for a three years' lease from 1st February next. Only one offer has been received, namely, from Messrs. Robt. Anderson & Co. at a yearly rental of Tls. 1,200, and this offer the Council recommend for the Land Renters' acceptance.

HUGH F. RAMSAY,
Chairman.

ABSTRACT OF ACCOUNTS.

Continuation of 1877.

	Tals.
To Balance as published	6,967.54
„ Import Dues	27.32
„ Export Dues	163.63
„ Local Post Office	20 00

	Tls. 7,118.99
By Local Post Office	15.00
„ Printing	33.00
	48.00

„ Balance at Credit of 1877	7,170.99
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1878.

INCOME.

To Balance from 1877	7,070.99
„ Land Tax	597.51
„ House Tax	425.33
„ Import Dues	316.49
„ Export Dues	3,010.66
„ Bund Frontage	720.00
„ Hulk—Earnings	1,433.60
Less—Expenses	306.76
	1,116.84
„ Sale of Hulk	713.20
„ Interest on Deposits	360.00
	7,210.03
	Tls. 14,281.02

EXPENDITURE.

By Police	2,083.85
„ Bund	116.24
„ Roads	1,655.74
„ Lighting	7 9.94
„ Cemetery	120.12
„ Local Post Office	41.65
„ Sundries	16.23
„ Race Club	250.00
„ Gardens	31.50
„ Secretary	300.00
„ Auditor	25.00
	5,353.30
„ Balance—On Deposit	6,000.00
„ In Current account	2,927.72
	8,927.72
	Tls. 14,281.02

Audited by

W. WALTER.

Hankow, 9th January, 1879.

Mr. RAMSAY gave explanations respecting certain subjects referred to in the Report.

The CHAIRMAN remarked that it had been formerly the custom to attach to the Municipal Report an estimate of the probable expenditure for the current year, and observed that such a custom was in many respects convenient and desirable.

Mr. RAMSAY stated that in the absence of his colleagues when the Report was written he did not feel justified in drawing up an estimate.

Mr. BRÖNSTED proposed that the Report be accepted and the Accounts passed. This was seconded by Mr. Woodward and carried unanimously.

The CHAIRMAN stated that Messrs. Ramsay, Haddon, Walter and Grant, had been duly proposed and seconded as Members of the Municipal Council for the current year, and there being no other candidates he declared them duly elected in accordance with the Regulations.

Mr. E. FISHER, Secretary of the Municipal Council, then read the only tender which had been received in answer to the Council's advertisement respecting the leasing of the Bund frontage. It was from Messrs. Robt. Anderson & Co.

Mr. RAMSAY proposed that this tender be accepted.

Seconded by Mr. Walter and carried. The CHAIRMAN then laid before the meeting a letter which he had received from Dr. Reid upon the sanitary condition of the settlement:—

January 14th, 1879.

P. J. HUGHES, Esq.,
H.B.M.'s Consul.

Sir,—I beg to draw your attention, and that of the land-renters of Hankow, to the disgraceful want of drainage in a Settlement now occupied for eighteen years. Many of the cross roads, and the whole length of the back road, are devoid of either deep or surface drains. No attempt has been made to dry the numerous vacant uncultivated lots by draining them into the drains of the roads where such exist. The consequence of this is the continuance of a malarious atmosphere within the Settlement. It is needless for me to enter into particulars of the injurious effects on the public health from this neglect of drainage, or the difficulty experienced in throwing off a malarious fever, while living in a malarious atmosphere. Malaria is under human control, and by drainage has been banished from Settlements in all quarters of the globe.

I would also like to draw your attention to the neighbourhood of the vegetable gardens, and the necessity of banishing them to a distance. It is disagreeable enough to be compelled to swallow an amount of floating faeces every time one walks beyond the Settlement, but there is a risk also in this disgusting process. Cholera, typhoid fever, dysentery, and types of diarrhoea are known to be spread by the faeces of the diseased, and in the event of Asiatic Cholera being introduced into a Native City the vegetable gardens would become a source of great danger to those residing in the North end of the Settlement, seeing that the north is a frequent direction for the wind to come from, and it would carry the germs of disease from the gardens to the Concession.

I remain, your obedient servant,

ARTHUR G. REID.

The CHAIRMAN had no doubt that the Municipal Council would give their best attention to the question of improving the drains.

Mr. RAMSAY objected to Dr. Reid's statement that there were many roads in the Settlement which had no drains, and said that only three such existed, and only upon one of them was there a dwelling house.

Mr. WHITE remarked upon the disagreeable state of the vegetable gardens leased by the Municipal Council near the Race Course, and asked the Chairman of the Council if anything had been done to abate the nuisance during the year.

Mr. RAMSAY said that the Sergeant of Police had so many other duties to attend to that he could not look after the gardens, but that the tenants had received notice to quit.

Mr. WHITE then made the following proposition. That the Municipal Council be authorized to have the drains examined by a competent authority, and that if found in an inefficient state, or insufficient in number, they should be both made efficient and extended.

The proposal was seconded by Mr. PONOMAREFF.

Mr. WALTER proposed, as an amendment, that the words "at the discretion of the Council" should be added to the above; and upon Mr. White withdrawing his resolution, the proposal, in its amended form, was seconded by Mr. BRÖNSTED and carried unanimously.

Some general discussion here arose as to the advisability of the purchase of a steam launch as recommended in the Report. The opinion of the meeting appeared to be opposed to it, and

The CHAIRMAN remarked that the question had better be postponed for further consideration.

Mr. WALTER then proposed, "That taxes be collected as heretofore, and that the Municipal Council have power to assess all new Buildings."

This was seconded by Mr. GRANT and carried.

A vote of thanks to the Chairman concluded the proceedings.

CHINA FAMINE RELIEF FUND.

A meeting of the Committee of the above Fund was held on the 6th inst. Present:—Dr. Johnston in the chair, the Very Rev. Dean Butcher, Rev. E. R. Palmer, Messrs. Wood and Hübbe, also Mr. Skelly as acting Treasurer of the Fund.

Mr. SKELLY reported there was a balance in hand of Tls. 9,764.17.

The SECRETARY stated that Messrs. Richard and Niel had been joined by Messrs. Scott and Capel at Ping-ying Fu, in the South of Shansi, where the greatest destitution now prevailed. Mr. Hillier, of the British Consular service, had also proceeded thither, with a view to spend a month or two in the relief work.

Reference was made to the letters from the famine districts that have lately been published, showing that relief will be required till May next, and that the distributors had been greatly facilitated in their work by the high authorities in Shansi and Chihli. The offer of Governor Tseng, to defray the expenses of removing the remains of the late Mr. Whiting to the United States, was adverted to with pleasure, as affording satisfaction to the Committee and the friends of the deceased.

It was stated that very liberal contributions had recently been received from Melbourne and Adelaide, as well as the balance of funds in the hands of the London Committee, &c. These had been thankfully acknowledged, together with the reports accompanying them.

The Secretary mentioned that the final report of the Committee was at present in abeyance, until the receipt of details from the Chairman of the Committee at Tientsin,

and while the work of distribution was going on.

The appropriation of the funds on hand was then considered, and in view of the present condition of the famine field, and the number of distributors now at work, it was moved by Mr. Wood and seconded by Mr. Hübbe—

"That the sum of Tls. 6,000 be at once forwarded by native bank to Mr. Richard's address at T'ai-yuen Fu, and that Tls. 3,000 be sent thither via Tientsin on the opening of the river."

Agreed to.

WM. MUTRHEAD,
Hon. Sec.

Amusements.

"OTHELLO" AT THE LYCEUM.

The deep gratification experienced by the Shanghai community at being for once permitted to witness one of the greatest of Shakespeare's creations on the mimic stage, was exemplified on Tuesday evening, when, to witness the impersonation of the Moor of Venice by Mr. B. Fairclough, and the assistant part of Desdemona by that gifted artiste Miss Elcia May, called a full house—a house filled by the kind of people, many of whom do not care to attend when mediocre attempts to amuse or instruct them are made. It has been said before to-day that a Shanghai audience is usually made up of persons who are easily satisfied with low comedy or farce but the full house of Tuesday evening showed conclusively that, given a performance of high intellectual level, there are people in plenty in this far-distant portion of the Far East, who are not only willing, but by their presence show their appreciation of true genius.

It is impossible to speak too highly of the way in which "Othello" was put upon the stage. Of course it must be well-known that with Miss May and Mr. B. Fairclough on the boards, everything would be likely to go, not only easily, but well; and when we mention, as we shall do presently, the names of those members of the Shanghai A.D.C. who filled the remaining rôles, it will, we are sure, be seen that success was certain and failure impossible.

To criticise Shakespeare at any time is not nice—the acting is the thing; and to say, as we feel inclined to do, that every study in "Othello" was perfect—thanks, no doubt, to the "coaching" received in some cases—is not going beyond the mark. The "dressing," thanks to Mr. Polite, was also perfect, and it was gratifying to see such artistic knowledge and taste displayed in the "get-up" of the characters generally. But it is time we devoted a few words to the performance of the tragedy. *Place aux dames*—the rôle of Desdemona, the persecuted, innocent victim of misplaced jealousy, was well-filled by Miss Elcia May, who not only looked her best, but acted her best, and that best was excellent. Mrs. Fairclough filled the rôle of Emilia also excellently, giving the part the wonted fire of the Kembles, and filling it with just enough verve to show that, while in impersonation, she had utterly forgotten outside impressions. To speak of Miss May's declamation is to speak in like terms favourably of Mrs. Fairclough—the sympathy of each to each was perfect and not a point was missed. The house, too—one of the most critical we have seen for years within the walls of the Lyceum—was in perfect accord with the actresses, and the applause, as *Richelieu* points his argument, was given in the right place.

To Mr. Fairclough, of compulsion as well as choice, belongs the premier position in the notice of the male characters—and "well he did it." Well is hardly the word, superb is better—every word, every action were there; and, as a spell-

bound audience showed, the great genius of the author, interpreted by the great genius of the actor, went home—the silence of the house during the most telling scenes evincing the deep impression created. It was a great impersonation—hardly, if ever, to be surpassed.

The impulse given in the true way we have described, affected all the secondary and minor characters, the impersonators of which felt themselves inspired with the divine words and the wonderful inflection and deflection of the finest voice ever heard in this part of the Far East, and that is to say the least of it. Mr. Fairclough is worthy of all praise, and as far as Shanghai is concerned, he has won for himself a reputation that will hardly fade with time.

It may not be inadmissible here just to notice what may hardly be called an innovation, except in so far as it shows thought and reading on the part of the actor. It is this:—Mr. Fairclough used a reading different from that of the usual acting edition, and in his last speech, instead of—

"Of one whose hand,
Like the base Indian, threw a pearl away,
Richer than all his tribe,"

he gave the reading of the folio adopted by Malone—

"Of one whose hand
Like the base Judean—"

The reference, we need hardly say, is to Herod the Great and his murder of the beautiful Mariamne.

The subordinate parts were filled by members of the Shanghai A.D.C., as before said; and well and worthily were they filled. The difficult rôle of Iago—by many writers considered the chief character in the tragedy, found a clever exponent in Mr. Knight, whose deep study of the part was evinced throughout the whole of the five acts in which he fills so important a part. Mr. Knight's intonation is perfect, and the only drawback he has to contend with is the lack of volume in his voice; but as he was known to be suffering from cold, the tickling sensation of which even Keating or Bronchial Troches could scarcely allay, the defect must be passed over as unavoidable. It was a clever piece of acting, and showed exactly of what kind of stuff our A.D.C. is made, when they choose to put their shoulders to the wheel.

Mr. Smallwood was a good *Cassio*, and Mr. Tom Wydale gave *Roderigo* his full due; while Mr. Isaacs completely surprised us by his representation of the character of *Brabantio* and his capital delivery of the speech before the Senate. This is a new feature with Mr. Isaacs, who we had generally associated with low comedy—but surprises are always coming in Shanghai, and this is one of them.

The minor characters of the *Duke of Venice* (Mr. Doolittle), *Gratiano* (Mr. Smith), *Lodovico* (Mr. R. Ginger), and *Montano* (Mr. F. Murray) were also well played; and when we say that the tragedy had been rehearsed only three times before its representation, we feel sure that the sympathies of the community generally will be accorded in extenuation of any slight shortcomings which may have been detected during the performance.

Between the first and second acts, Miss Elcia May sang "Say to him" from Offenbach's favourite opera, "The Grand Duchess," and received, as a matter of course, a unanimous encore. Her singing was simply perfect, and although the selection of this particular song has, for obvious reasons, been freely commented on by the public, it is impossible to withhold the full measure of praise that is due the fair cantatrice, who, in compliance with the encore, gave "Love in youth" (from "Geneviève de Brabant") in such perfect style and tone as to lead to a second encore, which time alone prevented being complied with.

Messrs. Fentum and Iburg supplied the orchestral music in their well-known superior style; and, taken altogether, the representation of "Othello" will, we believe, be long regarded as a red-letter day in the annals of theatricals in Shanghai.

TAKU RACES.

First Day, 15th January, 1879.

A month ago some spirit moved the small European community of this place to hold two days' horse-racing, and to give this flat barren spot as gala an appearance as flags, grand stand, gaudy folks, in holiday attire, &c., could give it. No sooner had the idea been broached than arrangements were begun to ensure its fulfilment and success; coolies were started by the dozen to trim the ground. A splendid racing course was very shortly laid out, temporary stabling began to dot the field here and there, entries were made by all members of the community, prizes were arranged, and at last a programme was issued, in which nothing had been forgotten. Starter, Judge, Stewards, &c., had been appointed. We were promised the excitement of a Taku Derby, Welter, a Ladies' Purse, three Cups, and a Plate. And thus far the programme was of the usual stereotyped kind, but in other matters Taku Races are quite unique, refreshment tents well supplied with substantial edibles, inspiring liquors, &c., were free to all friends and well-wishers who came there, attracted by the prophesied fame of these Maiden Races.

On the first day of the Races the Clerk of the weather, like our clerk of the Course, promised to do his duty smilingly and pleasantly. Visitors from Tientsin poured in by the units. The stables of the *Pilotsville*, *Calathumpian* and *Muggins'* racers were most favourably criticised by little knots of ordinary Europeans, while hundreds of Celestials seemed interested therein, and a bell that had long done service on board ship, now played to a different tune, and called us to see the opening race. The following is a return of the races.

- 1.—BEACON STAKES.—1 mile. 3 Entries.
Mr. McQuire's *Hover-a-blink* 1
" Muggin's *Greenlander* 2
" Crow's *Bonnie Dundee* 0

This race was started most satisfactorily. *Greenlander* seemed to be favourite, but *Hover-a-blink* came in in fine style three lengths ahead. *Bonnie Dundee* was nowhere from the start. Time, 2 min. 12 secs.

- 2.—PEIHO STAKES.— $\frac{3}{4}$ mile. 4 Entries.
Mr. Namdab's *Pathfinder* 1
" Dennis' *Scotia* 2
" Namreh's *Bide-a-wee* 3
" Muggin's *Star* 0

This race was run splendidly, *Pathfinder* gaining first place by four lengths, and a like distance separating *Bide-a-wee* from *Scotia*. *Star's* gear giving way before the start, he did not run. Time, 1 min. 40 secs.

- 3.—TAKU CUP.— $\frac{1}{2}$ mile. 5 Entries.
Mr. Muggin's *Greenlander* 1
" Dennis' *Bullock Lade* 2
" Greengage's *Renegade* 3
" Frank's *Calathumpian* 0
" Crow's *Bonnie Dundee* 0

Greenlander had it all his own way in this race, coming in fifteen lengths ahead. *Renegade* and *Calathumpian* had a hard struggle for third place. *Bonnie Dundee* took some offence at the course, and flew off at a tangent. Time, 3 min. 23 secs.

- 4.—HAIKWAN CUP.— $\frac{3}{4}$ mile. 5 Entries.
Mr. Namdab's *Orphan* 1
" Muggin's *Star* 2
" Dennis' *Bullock Lade* 3
" O'Fagan's *Shillelah* 0
" Mo Ireland's *Snail* 0

This was the most exciting race of the day; *Orphan* won by half a head, *Bullock Lade* took third place four lengths behind. *Snail* and *Shillelah* lagged from the start. —Time 1 min. 35 sec.

- 5.—PILOTSVILLE SWEEPS.— $1\frac{1}{2}$ mile. 4 Entries.

- Mr. Muggin's *Greenlander* 1
" Mo Quire's *Hover-a-blink* 2
" Crow's *Bonnie Dundee* 0
" Namreh's *Bide-a-wee* 0

Greenlander won by six lengths. *Bonnie Dundee* again went through his humorous trick of bolting, and *Bide-a-wee* could not be persuaded to go beyond half the distance. —Time 3 min. 42 sec.

- 6.—ADEN PLATE.— $\frac{1}{2}$ mile. 6 Entries.

- Mr. Crow's *Bonnie Dundee* 1
" Muggin's *Star* 2
" Dennis' *Scotia* 3
" Mc Ireland's *Snail* 0
" Namreh's *Bide-a-wee* 0
" Frank's *Calathumpian* 0

This race gave general satisfaction; *Bonnie Dundee* gained first place by a length, and conducted himself well until arrival at the winning post, where he immediately threw his ride. *Star* and *Scotia* had a close heat for 2nd place. —Time 1 min. 14 sec.

Second Day, 16th January.

Was rather gusty from the N.W. and interfered somewhat with the speed of the ponies, but nothing could damp the enthusiasm of the onlookers.

- 1.—LADIES' PURSE.— $\frac{3}{4}$ mile. 5 Entries.
Mr. Dennis' *Bullock Lade* 1
Mr. Namdab's *Orphan* 2
" Frank's *Calathumpian* 3
" Dennis' *Scotia* 0
" Muggin's *Star* 0

This was a well contested race, *Bullock Lade* won by half-a-length; while *Calathumpian* and *Scotia* had a hard tussle for third place. *Star* bolted before the race began. —Time, 1 min. 45 sec.

Mr. Parker the winning Jockey was carried shoulder high to the front of the Grand Stand, where Mrs. Crowlie gracefully presented him with a beautifully designed purse. Mr. Parker in very fitting terms returned thanks to the ladies for the handsome prize and its very substantial contents.

- 2.—THE WELTER.— $\frac{1}{2}$ mile. 4 Entries.
Mr. Muggin's *Greenlander* 1
" *Star* 2
" Crow's *Bonnie Dundee* 3
" Namdab's *Pathfinder* 0

The first start was a false one, but on the second attempt the ponies got away well together. *Greenlander* ran to the front and held first place by a length, while *Bonnie Dundee* and *Pathfinder*, who were three lengths astern ran neck and neck for third place. —Time, 1 min. 2 sec.

- 3.—TAKU DERBY.— $1\frac{1}{2}$ mile. 6 Entries.
Mr. McQuire's *Hover-a-blink* 1
" Greengage's *Renegade* 2
" Crow's *Bonnie Dundee* 3
" O'Fagan's *Shillelah* 0
" Namreh's *Bide-a-wee* 0
" Muggin's *Flying Scud* 0

Hover-a-blink gained this race by three lengths, and *Renegade* second by half-a-head, the others were completely in the shade. —Time, 3 min.

- 4.—KAO LIN CUP.— $\frac{1}{2}$ mile. 6 Entries
Mr. Muggin's *Star* 1
" Namdab's *Orphan* 2
" Muggin's *Greenlander* 3
" Greengage's *Renegade* 0
" Dennis' *Scotia* 0
" Crow's *Bonnie Dundee* 0

This chaste Silver Cup, presented by E. W. Collins, Esq., caused one of the best contested races of the meeting. All the ponies passed the winning post in fine style, with not more than two lengths between first and last pony. —Time, 3 min. 40 sec.

- 5.—CHAMPION CUP.— $\frac{3}{4}$ mile. 5 Entries.
Mr. Crow's *Bonnie Dundee* 1
" McQuire's *Hover-a-blink* 2
" Namdab's *Pathfinder* 3
" Dennis' *Bullock Lade* 0
" Crow's *Bonnie Dundee* 0

Bonnie Dundee gained first place by a head; *Hover-a-blink* second by half a head; *Bullock Lade* close behind *Pathfinder*; *Bonnie Dundee* no where. —Time, 1 min. 43 sec.

- 6.—CONSOLATION CUP.—1 mile. 8 Entries.

- Mr. Greengage's *Renegade* 1
" Dennis' *Scotia* 2
" Frank's *Calathumpian* 3

Renegade came in first by two lengths, *Scotia* and *Calathumpian* a very good second and third, the others were considerably scattered. —Time, 2 min. 27 sec.

This ended the first Taku Race Meeting; all the sightseers and visitors agreed in calling it a most successful and pleasant meeting, and look forward to future years for the continuation of such another enjoyable gathering.

An assembly on the same evening made a pleasant ending to two days of unalloyed enjoyment.

Miscellaneous.

THE CHINESE RELIGIOUS TRACT SOCIETY.

It is proposed to establish in different towns and districts auxiliaries to the above-named Society, and we are requested to publish the following rules in connection therewith:—

I.—The object of this Society shall be to aid in circulating Religious Books and Tracts throughout the Chinese Empire, but more especially to canvass each month in —, * visiting every family.

II.—The officers shall be a President, Vice-President, two Secretaries (a native and a foreigner), a Treasurer, and as many distributors as the board of managers shall deem necessary to work the field occupied by the Society.

III.—These officers shall constitute a Board of Managers which shall meet monthly or oftener, to transact all business necessary to the working of the Society.

IV.—It shall be the duty of the distributors to visit every family within their district once a month, and to impart religious instruction and leave such tracts as each case may seem to need; and by the sale of books and tracts and the collection of money to secure the means for extending the work.

V.—The officers shall be elected annually by the members at the annual meetings, though the Board may fill vacancies and appoint new distributors.

VI.—Each person subscribing to the funds of the Society 1,000 cash or upwards per annum shall be considered a member and be entitled to hold office and vote at the annual meeting.

VII.—Each person who subscribes at one time 10,000 cash or upwards shall be considered a member for life.

VIII.—An annual meeting shall be held on the first Tuesday in April, at which a report by the Secretary shall be presented and an annual sermon preached in Chinese, and if practicable in English.

IX.—A copy of the annual report shall be forwarded to the Corresponding Secretary of the parent Society at Shanghai.

* Here designate the town, city or district the Society proposes to occupy.

THE PROJECTED WOOLLEN MILLS AT LANCHOW-FU.

(China Overland Trade Report.)

It is only a few weeks since we took occasion to comment upon the projected woollen mills to be established at Lanchow-fu, in the province of Kansuh; to-day we

propose to offer some remarks on the scheme for starting cotton mills in the neighbourhood of Shanghai. Both these enterprises have originated with the Chinese, and in both they intend to employ foreign machinery. The governing idea in the one case was also followed strictly in the other: the woollen cloth manufacture is to be carried on where the raw material is most plentiful; the cotton mill is to be located on the edge of the country where the staple is produced. The idea is certainly excellent so far as regards the contemplated mill for the manufacture of cotton goods, whatever it may prove in the case of the woollens. There never has been any doubt that at some period an effort would be made to commence the production of cotton cloths in Shanghai. That port is most conveniently situated for the purpose. Not only is it the great *entrepot* for China, but the cotton can be obtained in large supply and at low price from the immediate vicinity. The promoters are sanguine of success. The shares are all taken up and it is affirmed that a firm in Shanghai has obtained the contract for supplying the requisite machinery. The works are to be on an extensive scale and a large out-turn is expected. One drawback to the success of the undertaking exists, however, and that of a very serious nature. We allude to the shortness of the staple of the Tung-chow, Ningpo, and Shanghai product. Unless Indian cotton be mixed with the native, it is doubtful whether the latter can be used. The Chinese are scarcely likely to have overlooked this consideration; if they have, the whole plan must result in a *fiasco*. If they have to import a large proportion of Indian cotton for the purpose, they will find it more difficult for some time to compete against the Indian goods, which are made in a country where cotton is cheap and abundant, where labour can be had at a low rate, and where no necessity exists to import any raw material. Still there is good reason to believe that, if properly managed, cotton mills in Shanghai can be made to pay. Any mandarin managed enterprise, even though it be a carefully tended monopoly, is sure to fail, but if the official element be kept out of this scheme it may succeed. At the same time we must join our Shanghai contemporary, the *N.-C. Herald*, in deprecating the spirit in which the industry appears to have been resolved upon. Foreigners can hardly be expected to look with a friendly eye upon schemes avowedly undertaken out of a desire to close the Chinese market against foreign piece goods. No one will question the right of the Chinese to render themselves, if possible, independent of outside sources of supply in any article necessary for their use, but it is surely superfluous to indulge in invective against foreigners when promoting the scheme. We might as well set to work to raise silk on a vast scale in India and other of our territories with the expressed intention of robbing China of all markets for her produce. But if we do raise silk in India, it will be in the same way as we have grown tea—from no spirit of unfriendly rivalry but merely because it seems possible to produce it cheaper.

THURSDAY ISLAND.

(Daily Press.)

A correspondent of the above paper writes:—"The missionary steamer *Ellangowan* arrived here on the 9th instant, bringing an English boy and a Chinaman, the only survivors of a party of seven who had been massacred on the South-east coast of New Guinea. The party had been trading and prospecting in a small stern-wheeler on the New Guinea coast for the last six months, and were the original party who left Cooktown for Port Moresby to prospect for gold. The Chinaman fell sick and was left on a small island on the coast with the English boy to take care of him, while the rest of the party proceeded along

the coast a few miles further and landed. From what I can ascertain they were suddenly attacked by natives on New Year's Day, who killed and ate them. The natives must have been in considerable force, as the members of the party all carried Snider rifles. The steamer *Ellangowan*, which was visiting the stations along the coast, picked up the boy and the Chinaman, who had thus fortunately, by their separation from their comrades, escaped their horrible fate. The steamer then proceeded further along the coast and from some friendly natives heard that six white men had been murdered and eaten by some warlike cannibals a little to the south. The *Ellangowan* went on until the scene of the massacre was reached, where a large crowd of natives were assembled. The missionaries prudently refrained from landing, but held communication with the natives from on board. The latter acknowledged the murder of the six men, exhibited some of the bones, and declared that they would kill and eat all the white men who landed in their district. The small stern-wheeler belonging to the unfortunate prospectors had been seized and cut up for firewood by the cannibals. The deck house they had used as a target for shooting with the rifles they had taken from their victims. These natives are the same tribe who massacred the crew of Captain Redlick's vessel some six months ago, when they obtained a number of guns and a quantity of ammunition. The boy is a son of Dr. Shaw, of Sydney."

15th Jan.

THE STRIKE OF THE A.S.N. CO.'S SEAMEN.

(Sydney Morning Herald, 25th Dec.)

The telegram in yesterday's *Herald*, stating that the direct boat from Hongkong, with 350 Chinese sailors and labourers for the A.S.N. Company's steamers was at Townsville, excited much comment amongst the men on strike. The authorities at the A.S.N. Company's offices were inclined to doubt that the steamer had arrived at Townsville, for the reason that she left Hongkong on the 10th instant only, and must have made a very quick passage to have reached Townsville on Monday. The steamer's name is the *Mecca*; and as she will come direct to Sydney from Townsville, the Chinamen may be expected to arrive on Saturday or Sunday next. The steamers *Queensland* and *Boomerang*, at Brisbane, have been manned with European crews, and we are informed that wharf labourers at Brisbane and Rockhampton are abundant. On the wharf here (in Sydney) the Company had 60 men at work, and some old servants of the Company—not in any large number, however—have expressed their willingness to return to their duty if they are given their back pay. These men are those who joined the strike against their will. If the Chinamen who are now on their way to Sydney are placed on board the Company's boats, as the present intention of the directors indicates they will be, the whole of the fleet will be in full working order again within less than a fortnight. For the present, at least, there is no scarcity of coal, as the Bulli Coal Company's hulk with 1,600 tons on board is at the A.S.N. Company's service. The Bulli coal miners, however, have joined the strike. On Monday the seamen and firemen of the Bulli Company's steamers *Wionora* and *Merkworth* left those vessels, in consequence of the Company's hulk being taken alongside the A.S.N. Company's steamer *Westworth* with the intention of supplying that vessel with coal. The *Wionora* left Sydney for Bulli with a Chinese crew, and she had no sooner arrived at Bulli than the composition of her crew became known to the miners and they struck work. A large meeting of the miners in the Newcastle district is to be held on Saturday to consider the Chinese question and the seamen's strike. There was a report current yesterday morning of

a difficulty connected with the E. and A. M. Co.'s boats, but on inquiry being made it was found that no difficulty had arisen. As the crews of these steamers are Chinamen, there is no fear of any strike amongst them, but there may yet be a difficulty with regard to the coaling of the boats. Hitherto the E. and A. M. Co. have employed Europeans to discharge, load, and coal their steamers, and they have no wish to adopt any other plan, but should the European labourers refuse to do this work in consequence of the crews of the steamers being Chinese, there will be nothing for the masters of the boats to do but have the work performed by the ships' crews. With regard to any stoppage of coal supply, the E. and A. M. Co. have large coal depôts at Singapore and Hongkong, and should the strike of the miners employed by the Bulli Co., whose coal the E. and A. M. Co.'s boats have been in the habit of using, affect that Company to any great extent, the stocks of the depôts in China will be drawn upon.

The movement in Melbourne against the employment of Chinese labour on board the A.S.N. steamers is (says the *Argus* of Friday) being agitated, it appears, by a delegate named Nathan Deane, who has been sent here specially by the Sydney Seamen's Union. The *Ly-e-moon* was allowed to leave Sandridge yesterday without molestation, but this was chiefly owing to the presence of a strong posse of police. During the day, Mr. James Paterson's lumpers and the crew of the *Springbok* were induced to strike, after they had been subjected to intimidation. Not wishing to deal with the crew in a harsh way, Mr. Paterson, instead of at once instituting legal proceedings, gave them a night to think over the step they had taken. At night a large meeting of wharf labourers, seamen, and others was held in Flinders-street, at which resolutions were carried to the effect that they (the men) should not discharge or do any kind of work on board the A.S.N. Company's boats while the strike continued, and that they should not discharge any of Mr. Paterson's vessels until he should see the men personally and give them an explanation of his conduct in the matter of supplying coal to the *Ly-e-moon*. Towards the end of the meeting better counsels prevailed, and it was agreed that Mr. Paterson should be interviewed in a conciliatory spirit. It was also resolved that a Wharf Labourers' Association should be formed.

SIBERIA AND THE OSTIAKS.

(The Times.)

The Geographical Society of St. Petersburg has recently published an account of an exploration made in 1876-7 by M. Poliakoff on the River Ob and the neighbouring region. From St. Petersburg to Tobolsk he followed the ordinary route, when he embarked on the Irtysh, whence he descended to the village of Samarovskii; then he explored the lower course of the Ob. The great interest of the people of this region is that they maintain the characteristics which marked Central Europe, Germany, and France in pre-historic times, at the special period known as that of the reindeer. From the recent alluvial nature of the ground, the valleys of the Irtysh and the Ob frequently change their character. The right banks of these rivers are high and the left low, and the latter is frequently undermined by the force of the currents and precipitated into the river-bed, to the danger of human life and the destruction of fish. Moreover, the waters of the lower parts of the Irtysh and Ob are often in winter so injurious that fish cannot live in them. As far as Berezoff the vegetation of the river banks is composed mainly of thick forests of pine and similar trees. These used to be the haunts of innumerable fur-bearing animals of great industrial value. These forests, however,

have recently been somewhat rapidly thinned over considerable tracts of the courses of the Ob and Irtysh. This has been chiefly caused by fires, of which there is one or more every year, not to mention the vast conflagrations of 1826, 1840, and 1858. Not only do these fires desolate and ruin the country, so far as its forests are concerned, but in proportion as the forests lose their primitive aspect, the animals migrate to more distant quarters, if they are not destroyed in the flames. Thus the beaver has completely disappeared from the Ob region, while a hundred years ago it flourished in many affluents of that river and the Irtysh. Now it is only exceptionally found at the sources of the Konda and Sossva. In general the region around Obdorsk, both as to its nature and its people, presents the same characteristics which belonged to Europe, France, and Germany at the end of the glacial period and the beginning of the present period, when vast fields of moss, intersected by small woods of coniferous and other trees, were the prevailing feature. But it is, above all, according to M. Poliakov, the inhabitants of the estuary of the Ob who have preserved the kind of life which prevailed among primitive man of Europe during the reindeer period. The Ostiaks of the Ob recall by their mode of life the pre-historic inhabitants of France and Germany. The primitive condition is shown, above all, in the small fecundity of the population, the great mortality of children, and the character of their marriages. Customs among the Ostiaks take place between people closely related; polygamy is permitted; and little regard is had to age in the matter of marriage. The women, who are regarded as saleable property, are in a very sad condition. They represent, however, M. Poliakov tells us, a higher degree of culture than the men; they form the element of progress in Ostiak society. They make, from various plants, carpets, which recall those of the Kamtchadales, New Zealanders, and the old inhabitants of the pre-historic pile-structures of Switzerland. They still practise tattooing; they wear the *torop*, corresponding to the virginal cinchure of the American Indians; and, at childbirth, they are under *taboo*, similar to that of the natives of the Pacific Islands. The Ostiaks still make their arms and implements of the bone and horn of the reindeer. All other articles used by them are of equally primitive material and make, and we are still further reminded of pre-historic man by the fact that they eat raw flesh and fish with the warmth of life still in it, and even drink warm blood. They are fetishists, great gluttons, fond of spirits, and miserably poor. M. Poliakov, who was sent out by the St. Petersburg Imperial Academy of Science, made further exploration of the physical geography and geology of this part of Siberia, and comes to the conclusion that the opinion of Humboldt and others, that at a comparatively recent period there has been communication between the Aralo-Caspian basin and that of the Ob or the Arctic Ocean, by means of a trans-Uralian Bosphorus, is without foundation.

PITCAIRN ISLAND.

(The Times.)

A correspondent writes:—"In September, 1875, a party of 23 shipwrecked officers and men of the Liverpool ship *Khandish*, homeward bound from San Francisco (of whom I was one), sighted Pitcairn Island, after rowing in open boats for three days and nights, having lived on a biscuit and a pint of water a day. Soon a boat was put off from the island and came alongside of us; she was manned by seven or eight fine young men, who brought us provisions, rightly presuming us to be a shipwrecked crew. They put one of their own hands into our boat and piloted us to the island, where we were most kindly and hospitably received, nearly all the inhabitants coming

on to the beach to welcome us. The best beds in the houses were put apart for us, and we were in all respects treated more like brothers than a lot of sailors. The island is about three miles long by two wide and very mountainous, being about 1,200ft. high in some parts. The coconut, breadfruit, pineapple, and many other fruits grow in great abundance, especially oranges, lemons, and citrons. There are 73 inhabitants all told, men, women, and children, some being very handsome, the women having beautiful hair, and, allowing for the hot sun, have fairer skins than would be supposed, being hardly darker than Europeans. They depend on passing vessels for all their clothes and agricultural implements, &c., always going barefoot, except on Sundays, when some few of them wear boots. They grow sweet potatoes, yams, cotton, arrowroot, and Indian corn, which they give in exchange for clothes. The chief person in the island is Simon Young, grandson of Midshipman Young. He officiates in church on Sunday, also at the day and Sunday-schools; they use the Church of England service, and generally read a sermon from the 'Sunday at Home,' of which they have some volumes. All have a fine ear for music, and sing most beautifully. When anything has to be decided they call a general meeting, and go by the majority of votes. The oldest person on the island is step-daughter of John Adams; she is eighty-four years of age, and a hale old woman. She does not give such a good character of Adams as is generally believed, saying he was a bad man till the last, and that it was Young who did all the good in teaching the children, &c. They still have a cannon which belonged to the *Bounty* and a carpenter's vice. We were on the island fifty-two days before we sighted a ship, and were treated with the greatest kindness all the while. We left one of our crew behind us, he having married one of the inhabitants during our stay. Consumption is the only disease known among them, of which, I believe, the youngest daughter of Simon Young has died since I returned to England. There is a great scarcity of water, which, they fear, will eventually force them to leave the island. Crockery is much needed, as in cases of accident they cannot get it replaced. Musical instruments would be much appreciated in their singing school."

Law Reports.

POLICE COURT.

Shanghai, 6th Feb.

Before R. A. MOWAT, Esq.

R. (Police) v. J. SCOTT.

Assault.

Prisoner, who is a sailor, was brought up in the custody of the Hongkew Police charged with unlawfully wounding one of the native assistants at the Sailors' Home.

Inspector STRIPLING stated that the prisoner was at supper at the Sailors' Home on the previous night, and because the Chinaman did not please him, he threw a plate at his head, causing one wound an inch and a half in length on the forehead, and another smaller wound. The wounds bled profusely, and it was said that the Chinaman lost a cupful of blood. Dr. Johnston had examined him, and said the wounds were not of a dangerous nature, but it would be a week or ten days before they got well.

Prisoner said he was drunk and did not remember throwing the plate at the Chinaman. He had been staying at the Sailors' Home a long time, and shipped on board the *Canon Harrison* two days ago and got drunk with his friends before going on board.

Mr. SPENCE, Acting Registrar of Shipping, explained that the Captain of the *Canon Harrison* had reported the prisoner as absent, and that the ship was ready to proceed to sea. She was going to Newcastle, N.S.W.,

and if the prisoner was left behind the probabilities were that he would become an expense to the Government.

Prisoner hoped his Worship would allow him to go in the ship, and expressed contrition for what he had done.

In answer to his Worship, prisoner said he had \$6 left of the month's advance he received.

Inspector STRIPLING said the prisoner assaulted another man a few days ago, and would have been summoned but he could not be found.

His WORSHIP decided that the prisoner should be sent away in the *Canon Harrison*, but he would have to forfeit the \$6 he had as a fine, and a portion of it would be given to the Chinaman. Prisoner was evidently a man not to be trusted, and he would be kept in custody until the vessel sailed.

11th Feb.

R. (HASSAN, MAHOMET and QUEI) v. CAPTAIN H. ACKFORD.

Defendant is captain of the *Pelham*, and appeared to answer three summonses taken out by members of the crew.

In the first case the complainant was Hassan, a Malay seaman, and he deposed that about eight o'clock on Friday morning last defendant took hold of him by the collar, shook him violently, struck him on the head and body, and then ordered the mate to tie his hands behind him. In the afternoon defendant again assaulted him by striking him on the head and body, and set two dogs at him, which tore his clothing; and also ordered the mate to tie his hands again. The same night he left the ship, and came to the Consulate the following day.

Defendant said on Thursday the complainant deserted the ship, but came on board on Friday morning. He was going to speak to him when complainant attempted to jump over the side, but he caught hold of him by the collar, and immediately he did this the dogs tore his coat. Whenever a man was collared on board, the dogs did the same thing, but they never hurt anybody.

His WORSHIP said such dogs were not pleasant things to meet on a vessel, and warned the defendant that he was responsible for what they did.

Defendant denied that he struck the complainant, but admitted that he told the mate to tie his hands, because he had no irons on board. He went ashore after the row in the morning, and returned on board about half-past three o'clock in the afternoon. Complainant was then standing on the deck with his hands in his pockets. The mate told him that he (complainant) had refused to turn to, whereupon he went and told him to sweep the deck, but complainant refused and said he would do no more work on board the ship. This, he asserted, was all that took place, and he emphatically denied having struck the complainant, and said he only ordered his hands to be tied once.

Complainant alleged that the captain told him to go on shore on Thursday, saying that he did not want him any longer in the ship; and he went on board on Friday morning to settle up his wages. He denied that it was in the morning the dogs attacked him; it was in the afternoon.

The mate was examined and said he tied the complainant's hands behind him both in the morning and afternoon by the instructions of the captain, but on neither occasion was complainant tied up more than half or three-quarters of an hour. He did not see the dogs attack the complainant, nor did he see the defendant strike him.

Complainant explained that the cook saw the occurrence, and his Worship adjourned the case for the production of his evidence.

The next summons heard charged the captain with assaulting another Malay sailor on board named Mahomet.

Defendant denied the charge.

Complainant deposed that the captain had struck him several times during the passage from Keelung, and on one occasion made his nose bleed. He could not give the date of any of the assaults, and the vessel had been in port seventeen days and he made no complaint at the Consulate until Saturday last.

HASSAN, the complainant in the previous case, said he had seen Mahomet struck by the captain, who could never come on deck without hitting some of the crew.

Defendant denied ever having lifted his hand towards Mahomet, and the mate said he had not seen the captain strike him.

The third summons against the defendant was taken out by a Chinaman named Quei, who claimed \$10, balance of wages, and a passage to Keelung.

Plaintiff alleged that defendant shipped him and another Chinaman at Keelung for the passage to Shanghai, for which they were each to be paid \$20, and to be sent back to Keelung.

Defendant explained that there was no Consulate in Keelung, and the names of the plaintiff and the other Chinaman did not appear on the articles. He shipped them through a Chinaman, who agreed to get him three men for \$40, but he only got him two and he had paid him \$20 on their account, nothing being said about passage back to Keelung.

His HONOUR, after a long investigation, adjourned the three cases until this morning.

12th Feb.

R. (HASSAN, MAHOMET and QUEI) v. CAPTAIN H. ACKFORD.

The Charges of Assault.

These cases were before the Court on the previous day and were adjourned until this morning for the production of the evidence of the cook on board the *Pelham*, and for an account of the wages of the complainants to be made out.

JAMES WHITE, the cook, deposed that on Friday morning the complainant Hassan came on board the ship, and the captain asked him why he went ashore on Thursday without leave. He did not hear exactly what passed between them, but he heard the captain order the mate to tie Hassan's hands behind his back, and to put him in the fore-castle. The dogs jumped on Hassan and tore his clothes. The captain tried to keep them off but could not. The dogs had jumped on him, but they had not torn his clothing—he always managed to keep it out of their way. The captain went ashore after Hassan was put in the fore-castle, and when he returned in the afternoon he told him to sweep the deck. Hassan refused to do any more work on board, and the captain pushed him along the deck. He did not see the captain strike Hassan either in the morning or the afternoon. The mate was doing some work on deck at the time the rows took place. He had been in the ship only a week, and could not therefore say anything about what took place on the passage from Keelung—he did not know whether the captain assaulted Mahomet or not.

Defendant had no questions to ask the witness. At the request of his Worship he produced his account of Hassan and Mahomet's wages, which showed that they had each to receive \$12.50. He had credited them with their wages up to Wednesday last, the day before they left the ship.

The men thought a larger sum than \$12.50 was due them, and the accounts were investigated.

Defendant, in answer to his Worship, said the crew, according to the articles, should consist of captain, mate, and six sailors. The man he had now as mate had not a certificate—he was a boatswain and acted as mate. In answer to the question whether he was owner or part-owner of the vessel, he said he had "a great deal to say in her."

His Worship said the question of there not being a certificated mate on board ought to be inquired into. He told defendant that the men were still on the articles, and that their wages must be paid up to the day of their discharge; and if he had any well-founded claim against them, it should be deducted from the total amount.

Defendant said under the Merchant Shipping Act the men forfeited two days' pay for each day they had been absent from the ship. He believed it was the custom to make out the wages' account as he had done, not crediting the men with wages after they left the ship. The men could also, he said, be ordered to pay for substitutes employed to fill their places.

His Worship said these were points which should be considered, and asked the defendant if he could explain why there were so many cases of desertion from his ship. The articles only began a year ago, and desertion cases appeared repeatedly. Two men deserted

in Newchwang in June, and in August two deserted in Nagasaki; on other occasions three men ran away in Newchwang, and five deserted in Hongkong; and then there were the three in Keelung. From this it seemed to him that defendant was either very unfortunate in the class of men he got, or that there was something wrong as to the way in which they were treated on board.

Defendant—The men get their month's advance, and perhaps the passage is only nine or ten days, and by deserting they are the gainers.

His Worship—That may be so, but still it does not occur on other ships. I never saw a case in which there was so much desertion as appears here. Altogether there are twelve, if not more, cases in twelve months; and these men here would, I am satisfied, rather desert than remain in the ship, although you owe them money. It is perfectly certain they would not desert if you treated them fairly.

Defendant—They have not been treated badly on board the ship.

His Worship—You may say so, but that is not my opinion. He (his Worship) next explained that there was no criminal charge proved in the third case heard yesterday, the case in which Quei, the Chinaman, was the complainant. Quei did not complain of an assault—all he wanted was his wages; and he said defendant promised to pay him for his services from Keelung to Shanghai, and also his expenses back to Keelung.

Defendant said he knew nothing about the man's wages; that rested with the Chinaman in Keelung, but he never agreed to pay his passage back.

His Worship believed that unless a promise was made with regard to the man being sent back to Keelung, he would never have been got to leave the place. He should, however, do nothing on the present summons. A civil summons might be issued if it was necessary to do so, and he would hear the case in the ordinary way. But, after hearing the parties, he had formed an opinion on the matter, and perhaps it would save time and the expense and trouble of again attending the Court, if he explained what his opinion was. He thought defendant should pay the Chinaman \$5 for balance of wages and \$5 more for his passage back to Keelung.

Defendant said he had asked Mr. Wing in the Shipping Office to give the man a few dollars on his account, but the man had refused to take them.

His Worship—You have heard my opinion on that case. With regard to the other two cases the men must be discharged, and the date of their discharge is to-day; therefore their wages must be paid up to to-day. I cannot for a moment permit you to claim any reduction on account of the men being away from the ship, because they were absent owing to your own illusage. I make out that they are entitled to wages for two months and a quarter, and after making the deductions of the advance and the other items you have paid them, or paid on their behalf, there is a balance due to each of them of \$19.67. As to the charges of assault. The first case is that in which the man Hassan was the complainant. This man says you struck him on Friday morning, and again during the afternoon of that day; and he also says you set the dogs at him. I think he is mistaken as to the time that the dogs attacked him, as the other witnesses say it was in the morning, but the time is not material; and his statement as to your striking him I believe. I think you must have been in a very great passion; indeed I have only to look at the torn collar of the man's coat to know that it was so. His coat is a strong and thick one, and to have taken hold of him by the collar and torn it in the way it is torn, you must have used great violence and been in a great passion. I am satisfied you struck the man, but I am not satisfied that you set the dogs on him. If I were, I should send you to gaol. I think the dogs, seeing you behave in the violent way you did, followed your own savage example. They flew at the man and I am very glad for your sake, as well as for the sake of the man, that his very thick clothes prevented his being bitten. I shall fine you in this case \$25 and the costs, and you must also pay \$5 to the man for the damage the dogs have done to his coat. As to the other case, though the mate says he never saw anything of the assaults complained of, I am

satisfied from the men's statements that you repeatedly struck Mahomet on the passage from Keelung to this port. You are evidently a passionate man, and very ready to use your hands. By your articles you should have a mate and boatswain. You have not got them. You have only one of them, a boatswain whom you call mate, and in consequence more work falls upon you, and you drive the men about. That is the plain English of it; and your conduct is that of a very harsh and unfeeling man, which is amply shown by the numerous cases of desertion that have taken place on board your ship. I shall fine you \$25 and the costs in this case also.

MIXED COURT.

Shanghai, 6th February.

Before CHEN, Chinese Magistrate, and Dr. MACGOWAN, U.S. Assessor.

Fireworks.

The police brought up a crowd of nearly thirty offenders against the Municipal ordinance against firing crackers; a number of whom were dimes, all Cantonese. Wednesday being a holiday, the temptation for a *feu d'artifice* was too great to resist, or rather the penalty was too insignificant to deter them. Shopkeepers who desire to indulge, depute a coolie to attend to the explosions, providing him with the amount of the fine, a couple of ten-cent pieces, and a cumshaw for suffering arrest, and as there is always a chance of escaping the work goes bravely on.

Street Obstructions.

Nearly as many *jinricksha* men were brought up for obstructing the *Ma-lou*, which they rendered impassable, and refused to disperse, or restrict themselves to an adjoining lane. They persisted in crowding round a temple where a performance was going on. Chen said they should be forgiven, as they were merely anxious in seeking employment, and the Municipality derived a large revenue from the taxes which they paid; but the Foreign Assessor insisted on some punishment being inflicted, as they had endangered the safety of carriages and annoyed all foot passengers. They were mulcted in a small fine each, and their vehicles ordered to be retained for three days.

7th Feb.

Before the Chinese Magistrate CHEN, and C. F. R. ALLEN, Esq., British Assessor.
CHEN PAO-SHAN v. KUM ALLUM.

Disputed Nationality.

In this case judgment has been given against the defendant for the sum of Tls. 300. Defendant, at the hearing of the case, it will be remembered, claimed that he was a British subject and denied the jurisdiction of the Court; and Mr. Drummond now appeared on his behalf, and produced documents to prove that Kum Allum was born in Penang, and that he had been registered as a British subject for the years 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, and 1879, having paid on each occasion the \$5 fee. He, Mr. Drummond, then read the following statement made by Kum Allum:—"On Monday, the 13th January, 1879, I was summoned to appear at the Mixed Court. I went together with the constable who brought the summons to the Louza Station, and told Mr. Wilson that I was a British subject, and thought that I ought not to go to the Mixed Court. Mr. Wilson, however, told me to go and see Mr. Allen, the Assessor. When in the Mix-d Court, I produced my certificate for 1877, and also showed him the certificate from the Straits authorities. I told him that I had been registered every year since 1865. Mr. Allen asked me, 'Why were you not registered in 1878?' I told him that on account of the non-receipt of a reply to our petition about the changing of dress, which we sent home to the Foreign Office, I did not register for that year. Mr. Allen refused to recognise me, because I could not produce my registration paper for 1878, and so told Chen the Magistrate to treat me as a Chinese subject. I was remanded and detained in prison. The case was not tried that day. I was bailed out by Mr. White in the afternoon, and was told to appear again on Friday. Thinking that all British subjects are allowed to renew

their certificates in this month, I might have mine renewed also, and so the following day, the 14th January, I went to the Consulate and got my registration paper for this year. On Friday the 17th January, I appeared at the Mixed Court in foreign clothes. Mr. Allen still would not recognise me, and told Chen so to decide the case. Chen, without going half into the case, and without hearing any witnesses, or perusing the contract, ordered me to pay Tls. 300, before the China New Year, and as soon as the contractor finished the houses to pay him Tls. 120, and the balance to be decided after New Year.

I showed Mr. Allen my new certificate, and told him that I was not under the jurisdiction of the Mixed Court; and if the Chinese had any claim against me they could sue me at the Supreme Court. I objected to pay the money and would not submit to the Magistrate's decision. Mr. Allen said, "You pay the money, and you can appeal to the Consul." I objected to do so, and Mr. Allen told me to call at the Consulate on the following day and see the Consul. I went there, but did not see Mr. Davenport. I saw Mr. Allen, who told me, "All right, I have spoken to the Consul and will write to Chen that it is settled." In the afternoon the assault case occurred, and on Monday, 20th January, the contractor and three others were tried and fined \$20. This fine was paid by the Magistrate himself, who told the Assessor that the men were poor and could not pay, so he, the Magistrate, would pay for them. Chen was pressing the Assessor hard to get me to pay the Tls. 300, but Mr. Allen told him that he would see the Consul about it, and so ordered me to go to the Consulate at 2 p.m. I went there and saw the Consul. After some conversation with Mr. Allen, the Consul asked him if he was satisfied with the Magistrate's decision. Mr. Allen replied, "No," if he should try the case he would decide it differently. Mr. Davenport asked me why I did not tell him about the case, when I came to get my certificate. I replied that I did not know the case had been tried when I got a certificate; it was decided three full days' afterwards. Mr. Davenport said, "You have to settle it yourself; I have nothing to do with it, and I won't interfere." From the 21st up to 29th nothing transpired during the New Year holidays. On the 30th January, I received a note from Mr. Allen saying Mr. Davenport wished to see me at 2.30 p.m. I called there. Mr. Davenport told me to "conform to the Mixed Court decision and not to conform exactly," and then read Lord Derby's instructions about the changing of dress. Mr. Allen came in and was asked by Mr. Davenport to see the Chief Judge. After being away for about half-an-hour, he came and spoke the Chief Judge's opinion about the case, and not coming to any definite understanding, I asked Mr. Allen whether I should have to pay the money. Mr. Allen replied, "Do as you please." The next day, two Mixed Court runners called at my house and demanded the Tls. 300. Having been given an option, I naturally refused to comply. They went away, and nothing was heard for two or three days. On Monday, the 3rd February, a policeman and a Mixed Court runner came, showed me a summons, and told me that the Magistrate wanted me to go at once. I declined to do so, thinking that as a British subject I was only amenable to the British Courts. I went yesterday, the 6th instant, and saw Mr. Allen, and told him that Mr. Penfold sent me the summons, and asked him whether I should appear or not at the Mixed Court. He said I ought to go, and if I did not go a warrant would be issued for my arrest, and when the arrest was made, Mr. Davenport would perhaps help me. I went and saw Mr. Davenport and showed him the summons; he said I ought to go to the Mixed Court, and told me as before that he wouldn't interfere about the case.

The Assessor explained that in the assault case he told Kum Allum that he was recognised as a British subject. He admitted that Kum Allum's statement was tolerably correct, and explained that he only wrote on summonses and warrants as a notarial act. In this particular case he had acted entirely under the orders of the Consul, who had declared that he registered the defendant for 1879 under the distinct understanding that the registration was not to have a retrospective effect.

Mr. DRUMMOND thought that this was *ultra vires* on the part of the Consul, and

warned the Assessor of the responsibility he incurred if the case was carried further.

The Assessor requested Mr. Drummond to see the Consul.

Mr. DRUMMOND said he would do so.

The Assessor explained to the Magistrate that Mr. Drummond was in Court to represent Kum Allum, whereupon the Magistrate handed to Mr. Drummond a copy of a despatch from Mr. Davenport, H.M.'s Consul, on the case. This despatch was as follows:—

BRITISH CONSULATE,
Shanghai, 31st January, 1879.

SIR,—H.M.'s Vice-Consul at this port, Mr. Allen, has brought to my notice a case in which Kum Allum, a person of Chinese descent, born in the British Island of Penang, had declined to submit himself to the jurisdiction of your Court. In this matter, I have the honor to inform you that, as at the time in question the defendant was not conforming to the British regulations, and was not registered as a British subject, he was not entitled to claim British protection or interference. During the pendency of this case, the defendant having conformed to the regulations, I granted him a certificate of Registration, on the distinct understanding that it would not entitle him to protection in the case referred to, as I would not allow the registration to have a retrospective effect in this particular instance, for obvious reasons.

Kum Allum being now registered as a British subject, in future cases he will, so long as he conforms to our regulations, be subject solely to British jurisdiction.

I have the honor to be,

Sir,

Your obedient servant,

ARTHUR DAVENPORT,

H.B.M.'s Consul.

His Worship CHEN,
Deputy Magistrate,
The Mixed Court.

The Assessor admitted that Kum Allum had accurate papers of his nationality up to 1877 and for 1879, but he had no registration paper for 1878. He again suggested that Mr. Drummond should see the Consul on the matter.

Mr. DRUMMOND said he would do so, and withdrew from the Court.

We are informed that later in the day Mr. Drummond applied to H.M.'s Consul and asked him to reconsider his decision, but Mr. Davenport declined and said he was prepared to support the course he had taken.

Extracts.

CHINA AS A FIELD FOR FUTURE RAILWAY ENTERPRISE.

By G. JAMES MORRISON, M.I.C.E.

In the following notes will be found some information which may prove interesting to those who look upon China as a great field for future engineering enterprise. My position as engineer and general manager of the Woosung Railway gave me many opportunities of judging of the feelings of all classes of Chinese, while my subsequent travels in the interior have given me a fair knowledge of the country.

I do not propose to give any history of the Woosung Railway, but in these few preliminary remarks I wish to explain the matter so far as to show that it would be unfair to draw any general conclusion regarding the attitude of the Chinese towards railways from the action of the officials in this particular case.

The original Woosung scheme was proposed by some gentlemen in Shanghai, who knew that a direct application to Peking for power to make a railway would be met with a distinct refusal, but who hoped by obtaining the good will of the local authorities, by purchasing the necessary land at a fair price, and by carefully respecting all private rights, they might be allowed to construct a railway without opposition, and once constructed, it might be allowed to remain, and eventually to be extended.

Messrs. Jardine, Matheson, and Co., and their friends, were from the first the mainstay of this scheme, and were determined to give it a fair trial. In 1875 they associated themselves with Mr. Dixon, who, with Mr. Rapier, was at the time maturing a scheme for presenting a railway to the Chinese Government. A contract was soon made, and on

1st of July, 1876, the first railway in China was opened for public traffic.

Meantime the local officials had been changed, and the chief magistrate of the district was by no means friendly to the scheme.

The opposition of the authorities took such a shape that it was impossible to disregard it. Eventually it was arranged by Li Hung-chang, who at the time was acting as plenipotentiary for the Chinese Government, that the matter should be compromised by the sale of the line to the native authorities. The details of this scheme had to be settled with Shen Pao-chen, viceroy of the province, and he had also to find the money. This officer considered himself to have been personally slighted both by the railway company and by his brother viceroy Li Hung-chang, and though he behaved in no niggardly spirit as regards the amount of the purchase money, he was unyielding in his determination to clear away every trace of the line, and the arrangement, though satisfactory enough as regards the pockets of the shareholders, was fatal to the existence of the railway.

Seeing that Shen Pao-chen considered himself to have been personally slighted, it must be clear to any one that, although his action cannot be cited as a proof of his friendliness to railways, it cannot, on the other hand, be considered as any indication of opposition to them in general, but only of his dislike to this particular scheme.

But though the idea that he had been slighted, gives a complete explanation of the viceroy's conduct, it by no means follows that the course of action pursued by the company was in any degree improper or even imprudent. It must be admitted that they had no right to insist on being allowed to construct a railway, any more, for instance, than a parish authority could insist on repairing a county bridge, but there is not the slightest ground for charging them with trying to deceive or hoodwink the authorities. H.E. Kwo, the ambassador accredited to England, so far from seeing in the action of the company any real ground for the course pursued by Shen Pao-chen, strongly urged him to abandon his intention of destroying the line.

The company, as they often stated, attempted to insert the small end of the wedge, and if the end was too small and broke off, it should be remembered that a larger one could not have been inserted at all. On the whole, in spite of the irritation caused to certain officials, I believe the railway has advanced the cause of progress, and the promoters may yet be rewarded for having tried to introduce railways into China.

Among the difficulties in the way of the introduction of railways into China, there have been included the superstitious objections of the people to a novel invention, which they would suppose would interfere with their good luck; and a dislike to anything that would injure the graves of their ancestors, as railways in certain parts certainly would do. These difficulties are by no means imaginary, but they are comparatively of such trifling importance that it is quite unnecessary in a paper like this to say more than that they have not been overlooked.

It has further been urged that the Chinese do not care about quick travelling, and that in their canals they have a means of transport better suited to the needs of the country than railways. As regards the first statement, the number of natives who travel by steamers instead of by junks, and who hire small swift boats on the canals, instead of using the slower and cheaper passenger boats, are proofs that the objection is without foundation, while the statement regarding canals cannot be treated generally, but must be discussed in each particular case, and I shall refer to it further on.

The real obstacle to the introduction of railways into China is that the Imperial Government does not want them. This might seem a fatal objection and would indeed be such, were it not that on this point the Government does not by any means represent the feeling of the people nor even of all the individuals of its own body. It is well known that among the highest class, there is a party of progress, a party which is getting stronger every day, and which is fully alive to the fact that China can no longer remain in her present isolated condition, and that great and radical changes must take place, and many western improvements, including railways,

be introduced if the Chinese are to hold even a respectable place among other nations.

The aim then of any body of men interested in the development of China, should in my opinion be, to fall in with the views of this party so far as they are reasonable, to try to correct them where they are crude and impracticable, and generally to strengthen the hands of the party by keeping constantly before them, and by educating them to understand, some reasonable and practical proposals which, if carried out, would have a fair chance of success, and by trying to restrain them from carrying out ill-advised schemes, which although formed with the best intentions are likely to end in failure and to bring their promoters into disgrace.

The party of progress openly expresses the view that the mineral resources of the country ought to be developed, and that the means of intercommunication should be improved by the construction of roads and railways. So far no doubt their views are sound, but they consider that as they have iron, coal, and other minerals in abundance, the proper plan is first to develop their mines, and then with their own materials to construct their own railways. With this object in view they have in fact embarked in one or two small enterprises. They have, it is true, placed the management of the work in the hands of most capable men, but the whole theory of the administration is that only sufficient machinery, &c., should be brought to start these small undertakings which they hope will eventually transform China into a great producing country. To say that this method was followed by England is to my mind the strongest argument against it. China is centuries behind England now, and if this plan be adhered to, she will constantly remain so. Where would the iron trade of the United States have been if that people had not at first made a free use of English iron for their railroads to open up the country? There cannot be the slightest doubt that if China wishes within the lifetime of the present generation to develop her mineral resources, she ought to begin by making railways, not merely local lines for the use of particular mines, but main lines to open up the country. I make this statement advisedly. I think mining enterprises ought to be set on foot; I know that even at present coal mines if situated near a port, could be worked profitably, but I feel certain that every step that is taken in the direction of the raising and manufacture of iron and steel, will place the promoters in greater and greater difficulties, and they will find out too late that systems which are commercially successful in a highly-civilized country are utterly unsuited to one where 20 miles a day is the ordinary rate of travelling.

When I talk of railways as necessary for the development of mines, I do not mean that they would always be employed for the carriage of minerals for long distances. Water carriage would in many places compete successfully on account of cheapness, but railways increase the power of doing business, and enable as much to be done in a day as could without them be done in a month. In fact, railways would convert China into a country where mineral business on a large scale could be conducted profitably, while at present much of the trade is in the hands of a body of men who, as a rule, do not deserve to rank much higher than village blacksmiths.

It would be mere waste of time to say anything in a paper like this on the general advantages of railways, but I have thought it well to give the above outline of the arguments I have employed with Li Hung-chang and other mandarins, when trying to persuade them that even as regards the success of mining enterprises, railways on a considerable scale ought to precede mines, and ought not to be subordinate to them.

This brings us naturally to the question of money, for financial arrangements suitable for opening up a few mines, are utterly inadequate for providing the necessary capital for the construction of main lines of railway.

It is unquestionable that the Chinese can easily borrow money at a rate that would enable them to construct railways profitably, and moreover that so long as they continue to expend this money honestly in such works, their borrowing powers would increase instead of diminishing; but it is clear that any loan must be secured by direct decree of the Imperial Government, the interest must be payable in sterling or its equivalent, and the

capital instead of being returned in two or three years must be repaid gradually by drawings spread over a lengthened period, so as not to oblige people to be constantly looking out for new investments. The exact rate of interest would depend upon whether, in addition to the pledging of the imperial credit, the loan was secured by the customs revenue, by the railway receipts, or by other definite sources of income; but without descending to details it may safely be said the Chinese Government have only to say that they want money for railways, and to state that they are prepared to negotiate the loan on reasonable terms, and the money will be provided.

Unfortunately the views of the Chinese Government on this subject are diametrically opposed to those of western nations. Though most regular and trustworthy in all money matters, they are recklessly ruining their credit by the issue of paltry little loans, to be repaid in a few years, and fenced about with such absurd restrictions as to necessitate the payment of a high rate of interest to induce any one to take them up.

At present they are acting the part of the spendthrift, always imagining that if they have a small sum for a few years, they will be able to tide over their present difficulties to repay the loan, and to keep clear of debt for the future, and they prefer calling these sums, which they borrow, temporary loans, and paying a high rate of interest, to calling them national debts and borrowing at reasonable rates.

When they come to see that these temporary loans are the first steps towards national bankruptcy, while imperial loans for expenditure on reproductive works are the bases of future prosperity, then there will be some hope of railway schemes being undertaken on a grand scale, and I am, therefore, of opinion that every opportunity should be taken of instructing the authorities in a sound system of finance.

With most nations the difficulty is to prevent them from borrowing too much, with the Chinese the difficulty is to induce them to borrow on a scale commensurate with the necessities of the case. For the Government to attempt to develop the country by undertaking mining operations on a scale that would be insignificant in the case of a private company is simply ridiculous. The empire can only be opened up by railways on a very considerable scale, and of very substantial construction.

The light and cheaply-constructed line so useful in a newly settled colony, would be quite out of place in China. That country is not at all in the position of New Zealand or Australia. She is densely populated, and there has for centuries existed an enormous trade carried on by sheer force of numbers in the face of the most appalling difficulties. It has indeed been urged that the very existence of such a trade proves that the canals and rivers are sufficient for the requirements of the case, and that although a few local lines might be useful, railways on a grand scale would be a curse instead of a blessing to the country.

That these views should be held by Chinese who have never seen the railways of Europe, and by Europeans who know a little of the inland waters of China, is perhaps natural; but in my opinion these views are founded on an entire misconception of the subject. When I tell them that I have travelled up stream on main routes of commerce at the rate of 70 miles per week as the crow flies, that I have seen rivers where cargo boats cannot go singly, but are forced to go in fleets of 15 or 20, all the men in the fleet combining to pull each boat in succession up the several rapids. When I tell them that I have seen boats lying in the Grand Canal, which had come in with cargo, and had been detained for years for want of water to go out, most of them will admit that the present system is not perfect. In the case of the Grand Canal, where the shallowness in dry seasons is caused more by the waste than the want of water, much might be done to improve the present means of intercommunication, and in such a case I should admit that the advocates of canals had something to say in support of their views, but I consider it to be no argument against a railway of, say, 700 miles from Hankow to Canton, that it would run parallel to an existing and much-used line of inland navigation (broken only by a short land journey of 30 miles at the watershed) by means

of which the journey can now be accomplished in six weeks. The rivers will always carry a certain amount of traffic, chiefly of the least remunerative description; but in China, as elsewhere, there is an immense amount of passenger and valuable goods traffic which will fly to railways at once, and lines to carry this satisfactorily must be substantially constructed, and very fully equipped with rolling stock of all sorts. Special capital on a considerable scale must be raised for this purpose, and this can be done most cheaply by borrowing on the foreign market. It would be impossible for the Chinese to carry out such works by means of their ordinary income eked out by a few temporary loans.

It will be seen from what I have said that I do not at present contemplate the possibility of the Government granting concessions. It seems probable that whatever is done will be done by the Government directly. Still no one can be quite sure what turn affairs may take, and in any case when the time for action comes it will be useful to know what are the particular schemes which best deserve the support of foreigners. I trust, therefore, that a few remarks on this special subject may prove interesting.

In order to collect information on this point, I have made three journeys into the interior, in the course of which I have travelled over 2,000 miles, on foot, or in native boats or conveyances, journeying right through the country from Canton to Peking, and overland nearly the whole length of Formosa. In addition to this I have made several short excursions in the neighbourhood of Peking, Tientsin, and other treaty ports, and I have availed myself of every opportunity of conversing with officials, both native and foreign, and in short have done my utmost to make myself acquainted with the characteristics of the country, and the feelings of the various classes of inhabitants. Although, therefore, I do not wish to speak dogmatically on such an important subject, I may fairly say that no one has had better opportunities of forming an opinion.

First, as to main trunk lines. Of all the places I have visited, the line of country which appears to me most suitable for a main trunk railway, is between Canton and Wuchang (fu) (the city on the south side of the Yangtze, immediately opposite Hankow,) a length of about 700 miles. What may be called the main route from Canton to the north, passes over the Mei-ling into the province of Kiangsi, and leads by the Poyang Lake to Kiukiang. Considered only as a route from Canton to Peking, this might be best, but when local traffic has to be considered, I am decidedly in favour of the route by Wuchang. The route I suggest is north from Can on to Shao Chow (fu), which is situated in an extensive coal-field. The coal is bituminous, and though most that has yet been worked is of poor quality, some is good. Thence the line would keep a little to the west, crossing through the range of mountains in the north of Kwangtung province by a gorge immediately to the south of Ichang (hien). This gorge would present considerable engineering difficulties, but when the expense of this short piece is counted in with the cost of the whole line the average will not be high. Between Ichang (hien) and Chen (chow), the water parting has to be crossed, but presents no difficulties worth mentioning. The pass is called the Che-ling, and is not more than 1200 ft. above the sea. After this there is a rather rough route as far as Lui Yang (hien), and thence an easy route along the valley of the Siang past Chang Sha (fu) to Wuchang (fu). The line would traverse the immense coalfield of South Honan, where fully half a million of tons per annum must be produced at present. This field produces some excellent anthracite near Lui Yang, and some magnificent bituminous coal near Yung Hing (hien), which up to the present time has been worked to a limited extent. There are also extensive deposits of iron ore in this district. Stone, lime, clay, coal, and almost every requisite for railway building, are found all along the route, and the trade at Chang Sha in timber from the south-west of China is already very large. Great quantities of tea, of Canton goods, and of produce and manufactures of every sort, both native and foreign, would be carried by this line immediately it was opened. The very great quantities that are already carried over the pass on mules, or by men, at the rate of two days for the whole

length of thirty miles, show that proper means of communication are wanted. To give some idea of the places which would be served by such a line, I may mention Siang Tan (hien), a large and populous city, with a river frontage of over 2½ miles, crowded with river craft, and Tsing Shui Fu, a village inhabited wholly by coal merchants, each in a small way of business, but whose wharves stretch along the river nearly three miles. I feel certain that there is no undeveloped country in the world where a railway is more needed or would prove more remunerative.

Of equal if not greater importance from a commercial as well as from a political point of view, is a line to connect Peking with some port open during the winter. Peking is the capital of the empire, and in addition to its own special trade, it may fairly be called the Chinese terminus of the great trade routes to Mongolia and Russia. No doubt a large amount of the goods are at present transferred from boats to camels, or vice versa, at Tung Chow, 14 miles from Peking, and do not pass through the city, but it is almost needless to state that whatever point in the Peking district be chosen as the terminus of the railway system of China, that point will become the terminus of the trade routes to the north, until such time as railways are extended towards Siberia.

Tientsin, the present port of Peking, is closed by ice for more than two months every year, and no sea-port open during winter can be reached without crossing the Yellow River. A river which varies in breadth from some 300 yards to two miles, which sometimes floods large districts to a depth of 20 ft., and which 27 years ago entirely changed its course, and now flows into the sea at a point some 270 miles distant from its former mouth, is not an obstacle to be spoken of lightly, still it is by no means an insuperable one. I have examined this river from Kaifong (fu) to Tsinan (fu), a distance of 225 miles, and there are undoubtedly many points where it could be crossed with safety and even with ease. A scheme for a railway from Peking to Chefoo has been suggested by Mr. Fergusson. One argument in favour of this line is that the local traffic in Shantung would evidently be large and remunerative, but on the other hand Chefoo is certainly not a first-rate winter port. Another proposal is to run a railway approximately along the line of the Grand Canal to the Yangtse at Chin-kiang. This scheme I always looked upon with great favour until I had examined it personally. The country, particularly towards the southern end, is very low and liable to be flooded to a great depth. There are not merely short lengths, but hundreds of miles, without a stone, a tree, or a particle of fuel except straw, and a good railway would consequently be troublesome to make and expensive to maintain, but the great objection is that the country is purely agricultural, the cities are small and miserable, and the prospects of local traffic very much less than in any other portion of China which I have visited. There are still some other routes, but as I have not yet examined them personally, I shall only say that while I believe a line from Peking to a good seaport to be one of the most important in the empire, I refrain at present from giving a decided opinion in favour of any particular route.

Secondly, as to local lines. These should be in the neighbourhood of Tientsin, Canton, or Shanghai. Without doubt the best local line would be from Tientsin to Peking, 80 miles. The journey is at present accomplished in two days' very hard travelling by land, or three days by boat to Tung Chow, and thence fourteen miles by land to Peking. I am firmly convinced that a single line could not carry the traffic for three years. There would be the Grand Canal to be crossed by an opening bridge, and three streams by short viaducts. The country is low, but a bank of a very few feet would make the line safe against inundations, and though the absence of a single stone would involve some trouble and expense in the construction of a really good line, it may be safely said that there are few lines so free from difficulties. As regards revenue, there might be so much goods traffic as to be remunerative without passengers, and so many passengers as to be remunerative without goods. At Peking the Tartar city is 12 square miles in area, the Chinese city is nearly as large, and the total population at least three-quarters of a million. Within less than

twenty miles west of Peking there is the commencement of a most extensive coalfield. In this field I have seen excellent coal sold at the pit's mouth for a dollar a ton, while at Peking it cost eight or nine dollars, and there is abundance of steam coal here which has been declared by engineers, who have tried it practically in steamers, and by Dr. Percy, who has tested it chemically, to be equal to any in the world. A railway to Peking would soon stretch into this coalfield, and in fact if the Government ever undertook the construction of this line themselves, or permitted its construction by others, it is difficult to see how even the grætest corruption, or the most disgraceful mismanagement, could prevent its being a great success.

The other line in this district is from Tientsin to Taku, 30 miles. As a continuation of the Peking and Tientsin line, it has all the elements of success, but as an independent line it is principally to be commended as giving an opportunity to the higher mandarins of seeing a real railway, and as eventually leading to a Peking line. As an independent line it would have many difficulties to contend with. One of the great obstacles to the Tientsin trade is the Taku bar; but this lies altogether outside the river. After vessels have crossed this, either with or without discharging part of their cargo into barges, great part of their difficulty is over, and it will require great care and skill on the part of the railway authorities in the conduct of their traffic, to enable them profitably to carry goods at such low rates as to induce shippers to land their goods at Taku instead of letting the steamers take them on to Tientsin, as they do at present in about six hours.

I fear, therefore, that the result will be rather disappointing to those who expect a large goods traffic; still the receipts from passengers will be so large and the advantage of having a railway near Peking so great, that if the line is ever seriously proposed by the Chinese authorities, as in all probability it will be before long, it deserves the cordial support of all foreigners.

Near Canton there would be a splendid opportunity for making a line of 13 miles, between Fatshan and Hwa Ti or Fa Di, close to Canton. The creeks between these places swarm with cargo and passenger boats, and in the morning and evening hundreds of slipper boats, as they are called by foreigners, are to be seen taking passengers at express rates to and from Canton. These boats carry two passengers and have three rowers, and though the fare is many times larger than in the ordinary passenger boats the merchants pay it willingly for the sake of the speed. The country is quite flat, the line would be cheap, and the traffic immense.

In the neighbourhood of Shanghai two lines have been proposed, one from Pootung, opposite Shanghai, to Hangchow (fu), 143 miles along an existing sea bank. The arguments in favour of this line are that there would be no rivers or canals to cross, no land of any value to be taken, and consequently it is thought there would be little opposition to its construction, while there would undoubtedly be a very large through traffic. The objections I see are that ease in construction is more than counterbalanced by the fact that on one side there is no land, and on the other side not a very rich country to supply local traffic, and that if the Imperial Government gives its consent to railways, value of land or any detail of that sort counts for nothing, while the through traffic, together with an immense amount of local traffic, could be secured by constructing a line from Hangchow through the rich silk districts, to join a Shanghai and Soochow railway. The other railway which I think would give splendid results is from Shanghai to Soochow. This railway is characteristic of lines through the great plain of China where canals are numerous, and for the sake of future reference I may give a few particulars.

In China all boats have movable masts, but in the case of large boats, lowering these is a work of difficulty, consequently where a railway is carried over a river or over the great line of inland navigation, partly natural and partly artificial, called by the Chinese the Yun Ho, and by foreigners the Grand Canal, an opening bridge must be introduced. In almost all other cases the creeks or canals are already crossed by bridges, and by taking a little care in selecting the route, it is astonishing how few bridges of importance would be required.

There are two routes for a railway from Shanghai to Soochow. One is direct about 55 miles through a busy town called Naziang,* the other is more circuitous, about 68 miles, passing by Woosung, and the cities of Kading, Taitsan, and Quinsan. These cities are not so important as they were before the rebellion, still they are centres of trade, and, I think, it is an argument in favour of the latter line, that it places Woosung (a point on the Shanghai river below the bar) on the main line between Shanghai and Soochow. The slightest expression of opinion on the part of the authorities should turn the scale in favour of either route, but as it is useless to go into details as regards both, I will confine my remarks to the one I most approve of, viz., that by Woosung.

The whole country is about the level of extreme high water, and part of it is subject to slight inundations, but rarely more than a foot or so in depth. The line would cross 160 creeks and watercourses, and I have measured the nearest existing bridge over each of them. The Woosung Creek would be crossed nearly two miles nearer the mouth than any existing bridge, so an opening span might be required, but it would be small and seldom used. Next to that the most important creek is at Taitsan, but it is already crossed by a bridge 33 ft. span and 20 ft. above water level. Most of the other creeks can be crossed by very small bridges. It will thus be seen that when the matter is closely examined the canals descend from the rank of engineering obstacles to mere annoyances which will interfere with the contractors' temporary roads, and slightly retard the construction of the line.

The numerous paths present much greater difficulty. There are no real roads in China, and consequently the traffic, which in any other country would be concentrated at a single crossing, is here met with at every few yards, and the difficulty is increased by the country being divided into an immense number of small holdings. It will probably be necessary to construct roads parallel to the railway and give crossings at a few places only. To close all the paths would certainly lead to the destruction of the railway by the people, to leave them open would be equally certain to lead to the destruction of the people by the railway. The subject is difficult and must be arranged with the Imperial Government, who can no doubt find a solution to the question if they wish to.

There is not a stone of any description to be found on the route, but granite in the form of stones for building, or chips for ballast, can be had near Soochow.

As regards receipts I can give no statistics, such things are not to be obtained in China, but a single trip along the main canal from Shanghai to Soochow, with a walk through the latter city, is enough to convince the most sceptical that the traffic must be very great. The only example we have to refer to is that of the Woosung Railway. This little toy line with two engines and twelve carriages earned 4s. per train mile, and its gross receipts from passengers only for the first and only year of its existence were more than 11 per cent. on the price at which it was sold to the Chinese, a price which covered all the cost of construction and all the preliminary expenses connected with the establishment of the first railway in a new country.

It is certain that a good line properly equipped would prove a remunerative concern from the first day of its existence.

It may be remarked that I have not mentioned famines, nor the effect of railways in alleviating such calamities. It is not from any doubt as to the extent of the late distress. I have travelled through part of the district, and I have witnessed horrors which it even now makes me shudder to think of. It is not from any doubt that great part of the distress was caused by the want of proper means of intercommunication. In addition to my own observations I have the report by Li Hung-chang and Shen Pao-chen, published in the *Peking Gazette* of 3rd of July, 1878, which states:—"As regards Shanai in particular, the cause of the distress lies not in scarcity of supplies, but in the length and difficulty of the routes to be traversed, the scarcity of beasts of burden, and the excessive rates charged for portage." As stated previously, I assume that it is unnecessary to bring forward arguments in favour of railways

* These names are spelt in accordance with local pronunciation.

in general, and as regards particular lines it is clearly my duty to recommend those which I think will be useful in 1885, and not those which would have been useful in 1875. I do not intend for a moment to say a word against railways in Shansi. It is a rich mineral province, and if a large proportion of the inhabitants were connected with mining trades, and the railways which took iron to the coast could take corn up to the people, a failure of crops would cease to be an overwhelming calamity. But such general statements might be made by any one who had never seen China, and are entirely out of place in a paper whose only claim for consideration rests on the fact that it is founded on personal observation of the country and its people.

I wish it to be clear that, except in the few cases where I have commented upon alternative routes, nothing that I have said in favour of any line must be considered to imply opposition to any other line which I have not mentioned.

Of the eighteen provinces of China there are nine which I have not yet visited. When I have somewhat extended the area of my knowledge, I may be in a position to string together the numerous and valuable observations of other travellers, and write an exhaustive treatise on a general system of railways for the Chinese Empire. I only hope that the course of events during the next few years may be such as to make such a treatise worth writing or worth reading.

THE AFGHAN CAMPAIGN.

(From Indian Papers.)

Calcutta, 6th Jan.

There has been no delay in operations. Troops are pressing on towards Kandahar. The Mahsud Waziris have made an incursion across the frontier and plundered Tank. They retreated into the hills pursued by the cavalry, and part were cut off. Reinforcements have been sent to Bannu and Dera Ismail to prevent any repetition, as some Mullahs from Cabul are known to be active in those hills.

7th Jan.

Some discontented Kuki Kheyls having taken shelter in the village of Lala China, that place was burnt down by the Mulikdin and Zakkha Kheyls, under instructions from the political officers.

On the 5th, a hundred men of the 5th Fusiliers and 300 of the Mahairwara Battalion entered the Pass to the southward. Their object is unknown; the men were only provided with great coats.

News received from General Roberts, dated the 6th, states that he had marched to Yakubi on that day and hoped to reach Mahin, the Khost cantonment, distant about two miles, on the 7th. Muhammed Akram Khan, the Deputy Governor of Khost, came here to pay his respects with his attendants and principal Malik; he has maintained order and will transfer to us the Fort and his office records, which are believed to contain full information regarding the revenues of Khost and Kurram. People seem reassured. We believe that the attitude of Akram Khan is due to instructions received from Sirdar Wali Muhammed Khan, whose deputy he is, and who recently sent Akram's brother from Cabul to reassure him. Akram Khan states that Wali Muhammed six days ago was at Zergoonshahar and Yakub Khan at Cabul. Kabulkhel Waziri Jirga is now in camp, and accompanies us to Mahin.

8th Jan.

The cavalry from Girni post attacked the Waziri marauders, killed two, wounded one, and captured forty men and many cattle. The 4th Cavalry and a detachment of the 4th Sikhs, under Captain Gowan, also attacked the marauders, and killed seventy men of Suliman Khel. Our loss was one trumpeter Naik killed, and ten wounded, including Captain Shepherd, who had a slight sword cut. A severe lesson has been inflicted on the raiders, and troops are so placed as perfectly to secure the frontier, though slight raids may occur at any time.

10th Jan.

Further details received of the suppression of the Mahsud Waziri raiders show that the inroad upon Tawk only succeeded through

the misbehaviour of the Native Officer commanding the neighbouring outpost, who did not move out to protect the place, or to cut off the retreat of the Mahsud. Major Macaulay, Deputy Commissioner of Dera Ismail Khan, took very energetic measures. He collected a small force, and made an attack in the Gunal valley on the Suleman Khels, who had burnt one of our villages. There was a very smart skirmish. Captain Sheppard was wounded, and Captain Gowan's horse was killed under him. Two of our men were killed and seven wounded. The enemy were at last broken, seventy being killed.

The following telegram has been received from General Roberts, dated Khost, Wednesday, 8th Jan.; telegraphed from Hazarpir, 9th January, 4 o'clock afternoon:—The enemy collected in considerable strength yesterday, almost surrounding the camp. A night attack was evidently intended, so I thought it best to take the initiative, and about noon marched out in three small columns. The result was most successful. The enemy lost severely, and were completely beaten, never attempting to follow up the troops when retirement took place. The mountain batteries, under Captains Swinley and Morgan, made excellent practice. The cavalry, under Colonel Hugh Gough, was admirably handled, and did great execution. Forty sabres of the 5th Punjab Cavalry under Major Stewart charged a large body of the enemy and killed between 200 and 300; while skirmishers of the 10th Hussars under Major Bulkley and the 15th Punjab Cavalry, under Major Williams, drove off large numbers of the enemy who had got into broken ground, shooting several. We captured nearly 100 prisoners, 500 head of cattle, some sheep, and large quantities of grain. Our loss was small; one Duffadar 5th Punjab Cavalry and one Sepoy 21st Native Infantry, killed, and four of the 5th Punjab Cavalry wounded. Yesterday's success will no doubt have a salutary effect all over Kurram and Khost, and possibly also on the Bannu frontier, as the Kabulkhel Waziri Jirgas, who are with us, saw how easily large numbers of undisciplined men could be defeated by a few British troops.

Bombay, 10th Jan.

A special telegram to the *Times of India*, dated 9th January, says that at 10 o'clock, news of an expected attack by a large body of Mangals was brought. One troop of the 5th Punjab Cavalry being sent to reconnoitre, were attacked by a large force extended along the foot of the hills. Reinforcements of the 10th Hussars, under Major Bulkley, and of the 5th Punjab Cavalry, under Major Williams, were sent out; and a cavalry engagement ensued. Our men worked admirably, and either charging or dismounting and skirmishing, drove the enemy up the hills, capturing one standard and killing about forty men. Supports of the 25th N.I. and No. 2 Mountain Battery followed, the enemy retiring under cover of the rocky crest of the ridge, where it was useless to follow them.

Meantime the attack developed on the right rear. The enemy killed some mulemen and camel drivers, and captured seventeen camels. It was the enemy's intention to draw off our forces. The cavalry under Major Stewart charged 1,000 of the enemy, scattering them and killing about thirty. A nullah, with steep banks, delayed the pursuit, or the loss would have been greater. However, they fled into the mountains in all directions, and their flight was hastened by shells. Ten villages east and south of the camp were then burned by an attack in force on the left. With the help of reinforcements from the neighbouring villages, the enemy descended on the rear of our camp to loot it, but we were prepared, and the guns of No. 1 Mountain Battery made good practice. Forty sabres of the 5th Punjab were previously looked. The women and children, and part of the property, had been removed, evincing their intention to attack. The troops returned at dusk. Strong picquets were posted round the camp, and the guns were placed in position. The General told the Matum Malik if a further attack was made, or if they harboured Malikis, their villages would be burnt. Eighty prisoners were taken, several being wounded. The enemy numbered over 4,000. Our losses were a Non-Commissioned Officer of the 5th Punjab Cavalry killed, a Non-Commissioned Officer and two sowars wounded, one

man of the 21st N.I. and three grass-cutters killed. It is unlikely that night attack, will be made after such a complete rout.

Calcutta, 12th Jan.

A telegram from General Stewart, dated Camp Kushub 8th, telegraphed from Gulistan Kerer 11th, states:—“Shortly after marching yesterday morning, I received intelligence that the Governor of Kandahar and all officials, except the Deputy Governor, fled towards Herat on the night of the 6th, taking with them the remains of the cavalry after disarming the infantry. The news was shortly confirmed by a letter from the Deputy Governor professing submission and stating that he had taken measures to prevent any disturbance and awaited my arrival to make over the city. Our troops will march through the city to-morrow, the 9th. The population on the line of march were perfectly quiet. Not the slightest attempt to molest the camp followers or to plunder baggage has been made since we left Pischin.” Another message from General Stewart undated, but probably despatched on the 6th or 7th, reports that “the Cavalry Brigade under General Palliser had encountered the enemy's cavalry, about 600 strong, on the previous day and easily defeated them. The enemy's loss is thirty-four killed and prisoners, while our loss was four men wounded. The enemy fled through Delihaj towards Kandahar.”

The total number of deserters from General Roberts' force since it was collected at Thull has been five, all Trans-frontier men. The casualties in action have amounted to 128, including four British officers killed and three wounded; twenty-two camp followers have been killed, seven in action and seven in the Darwaza Pass. Four were treacherously murdered while buying grain in a village in Khost, professing friendship, and four stragglers probably killed for plunder. The telegraph line which has been laid between Thull and Kurram has been almost unmolested, and hostility seems almost confined to the Mangal tribe and some fanatics of Khost.

Bombay, 13th Jan.

A special telegram to the *Times of India* from Khost, dated 11th January, says the Mangals have retired into their own country, an influential Malik having been killed. The Bakka Khels behaved well throughout, but the Yakimibes seized our post, consisting of one officer and eight sowars, and disarmed and plundered them. The Malik has implored General Roberts not to burn their villages, but General Roberts refuses to communicate with them till everything plundered has been restored. On 6th January, an attempt was made to release the prisoners, but the pickets were alert, and the assailants never appeared in force. The prisoners, however, rose, and tried to overpower the guard, and in the struggle some were killed and some wounded. The latter were sent home. The remainder of the prisoners were sent to the fort. The 4th Punjab Cavalry and 4th Sikhs attacked the Suleimann Kheyls, causing a loss of eighty. We lost two men, and ten wounded, including Captain Shepherd, who was slightly wounded. A Beloochee chief has offered 1,000 horsemen for service at Dehra Ghazi Khan.

General Stewart's army marched through Kandahar on the 8th without opposition. The Governor of the place disarmed the infantry and fled towards Herat with the remains of the cavalry and all the officials, except the Deputy Governor.

A *Times of India* special telegram from Quetta, 10th instant, states that Col. Kennedy, on receiving news of the enemy's cavalry having occupied Douluk Katz, proceeded thither with his own men, two guns of the Horse Artillery, and one Squadron of Hussars. After a few rounds, the enemy retired, Colonel Kennedy following. Meanwhile, General Palliser, who was advancing in a parallel direction, hearing firing, sent the 1st Punjab Cavalry and a squadron of Hussars against the enemy. Though taken in front and rear, the enemy fought well, most managing to escape, but twenty-five were killed, eleven wounded, and eight were taken prisoners. Major Luck of the Hussars was slightly wounded. Two troopers and some sowars were also wounded.

A statement prominently published by the *Calcutta Statesman* on Saturday, that the Viceroy had received information that the Ameer had committed suicide, is absolutely without any foundation whatever.

COMMERCIAL INTELLIGENCE.

SHANGHAI, 13TH FEBRUARY, 1879.

PIECE GOODS.—The continued excitement in Grey Shirtings reported lately has somewhat subsided, and common qualities have suffered a slight relapse, owing to the Tientsin buyers having enough for the present, and the news of a worse market in Japan; this began with the Auction on the 6th instant, and has been followed by dealers re-selling their goods at about one candareen lower than before, good qualities have however fully maintained their values being taken freely for the River Ports. A sale of 10,000 pieces Maggie "to arrive" at a distant date at £1.52 per piece is noted below. T-Cloths have attracted more attention and have been dealt in to a fair extent, without any change in prices; the market has been nearly cleared of English Sheetings, and Fancy Goods of all kinds have been selling freely, holders of English Drills are firm and only one sale is noted, and American Goods have been only dealt in "to arrive," holders asking higher rates for goods here. Woollens show signs of improvement, Spanish Stripes being higher, and H D B Camlets selling yesterday at a good advance at Auction.

P.S.—At to-day's Auction, 8½-lbs. Shirtings went at a reduction of two to three candareens on last week's sale, 7-lbs. ditto and White Shirtings were higher by nearly two candareens.

GREY SHIRTINGS.—8½-lbs.—Sales reported are 50,000 pieces of Dewhurst's X X at £1.73, Eagle at £1.71, Hand and Branch at £1.68, Lion at £1.65, Collie Lion at £1.63, Eye at £1.61½, Windmill, Blue Railway, and Blue Joss at £1.61, Horse and Jockey at £1.60, Red Joss at £1.59, Blue Dog at £1.54, Red Dog at £1.50, Maggie "to arrive" at £1.52, Watch at £1.46. Prices are firm for best goods and rather higher for some chops, common qualities are however selling at Auction, and from second hands, at about one candareen lower than last week.

7-lbs.—Sales are 2,750 pieces of Red Pheasant at £1.35 and Black Cormorant at £1.21½, and the demand is slack except for best qualities, which are still scarce, the Auction rates are 1 to 2 candareens lower.

6-lbs.—Sales are 13,400 pieces of Red Pheasant at £1.16, Blue Fish at £1.16½, Lion and Flag at £1.14, Black Unicorn at £1.18, Black Cormorant at £1.11½, and Dragon at £1.09, an active demand still exists, and prices are rather higher.

9.12-lbs. / Sales are 3,550 pieces of Dewhurst's Eagle A at £2.37½, Blue Eagle and Goose at £2.10 and Tree at £2.07, a good quantity of common goods are on offer, and the market is weak.

T-CLOTHS.—7-lbs.—Sales are 26,000 pieces of Horse at £1.45, Gun Staud at £1.39, Dollar at £1.34, Steamer and Princess S T at £1.23, Gold Butterfly at £1.21, Lion at £1.15, Blue Eagle, Horse and Gold Globe at £1.10, Green Railway at £1.09; there is a better demand all round for 7-lbs., but the market prices are without change.

8-lbs.—Sales are 1,750 pieces Princess F F F at £1.77½, and Horse and Jockey at £1.30.

6-lbs.—1,000 pieces Blue Bird were sold at £0.95.

WHITE SHIRTINGS.—The only sales quoted are 1,000 pieces 54 reed Eye at £1.71, and 1,000 pieces Green Pheasant at £1.79, there is, however, no lack of demand, and more goods are wanted.

DRILLS.—12,000 pieces 14-lbs. Dragon (English) to arrive at £1.80 is the only sale, holders are firm and generally ask more than this rate. American Drills have been quiet, 60 bales P M C D were sold at £2.77½, and 200 bales Massachusetts "to arrive" at £2.69. Holders are asking an advance.

SHEETINGS.—Sales are 11,850 of English 15-lbs. Dragon at £2.08 to £2.13, which almost clears off the goods on offer. American Sheetings are without change, and the only sale is 1,000 pieces Massachusetts "to arrive" at £2.69.

JEANS.—1,500 pieces American Beaver were sold "to arrive" at £2.12½, English are scarce and asked for, but no business has been done.

FANCY GOODS.—Turkey Red Cambrics have improved at Auction to the extent of above 5 candareens per piece, Velvets are quiet, and if anything lower; Lawns have been selling at £0.62½ to 0.65 for a few thousand pieces, Dyed Brocades are selling at £2.40 to 2.50 assorted. Chintzes are also selling and Blue and White at £1.25 to 1.32½. Irishes are selling at £2.16 to 2.67½ according to quality.

WOOLLENS.—Camlets went yesterday at Auction for H D B at 3 to 4 mace higher, and to-day they sold at about 2 mace over last week's quotations. Long Ells are without great change, Scarlet V has been sold at £6.05 to 6.10, and Scarlet W at £5.95. Spanish Stripes are again higher, the chief rise being Scarlet and Gentian. The sale of Figure Orleans, H D B, mentioned last week, was 10,800 pieces House chop at £3.22½; further sales of about 2,500 pieces other chops at £3.05 to 3.20 according to quality and assortment are mentioned, and a good demand exists. Of Lastings, 100 pieces C D assorted are quoted as sold at £9.50, and 400 Black Monkey chop at £7.12. A sale is reported of 100 pieces English Medium Cloth at £0.97½, and there is better enquiry for the German Cloths.

KIN-MING, 11th inst.	Scarlet.	Dk. Blue.	Gentian.	Lt. Gt.	Black.	Purple.	Green.	Orange.	Mauve.	Ash & Lav.	White.	Total Sales
Camlets C.P.H. p. pec. F	11.88/9	12.97/13.00	12.12/22½	12.13/15	11.20/2½	11.00	13.62½	12.52½	12.25	.....	...	...
Sales, pecs...	250	50	50	100	20	10	10	10	10	.....	...	510
Long Ells C.P.H. p. pec. F	6.59/60	6.55/7	5.50	.....	5.20	5.97½	6.56	6.10	.....	.....	...	...
Sales, pecs...	300	60	20	.....	20	60	40	20	.....	.....	...	520
Lasting, Lion p. pec. F	.....	.....	.....	.....	10.75/85	.....	.....	.....	.....	.....	...	40
Elephant p. pec. F	.....	.....	9.50	.....	9.23/37½	.....	.....	.....	.....	.....	...	80
S. Stripes C.P.H. p. yd. F	0.53½	.....	0.61/1½	0.6½	.....	.....	.....	.....	.....	.....	...	...
Sales, pecs...	96	.....	24	24	.....	.....	.....	.....	.....	.....	...	144
E-wo, 12th inst.												
Camlets H.D.B. p. pec. F	11.75/45	12.00	11.92½/5	12.12½	.....	.....	.....	.....	.....	.....	...	...
Sales, pecs...	80	20	20	20	.....	.....	.....	.....	.....	.....	...	100
Long Ells H.D.B. p. pec. F	6.44	6.35/8	.....	.....	4.92½	5.70	6.56/7	5.76	.....	.....	...	...
Sales, pecs...	160	100	.....	.....	20	60	40	20	.....	.....	...	400
Sp. Stripes " p. yd. F	0.52/8/53	0.51	0.60½/60.9	.....	0.46	.....	0.48	.....	.....	.....	...	...
Sales, pecs...	60	6	42	.....	6	.....	6	.....	.....	.....	...	120
YUEN-FONG, 13th inst.												
Camlets S.S.G. p. pecs. F	11.17½/22½	11.70/82½	11.47½/55	12.07½	11.17½	.....	.....	11.57½/60	10.75/7½	.....	11.82½/5	...
Sales, pecs...	220	60	170	10	10	.....	.....	30	30	.....	20	550
" G.G. per pecs. F	11.27½/30	11.90	11.57½	.....	.....	.....	.....	11.67½	10.80	.....	11.30	...
Sales, pecs...	90	30	70	.....	.....	.....	.....	10	10	.....	10	220
Long Ells " per pecs. F	6.70	6.60	5.97½	.....	4.97½	5.75	6.60	5.65	.....	.....	...	...
Sales, pecs...	80	20	20	.....	20	20	20	20	.....	.....	...	200
S. Stripes T.T.B. p. yd. F	0.54½/55	0.53½/4	0.63/3½	.....	.....	0.47	0.46½/3	.....	.....	.....	0.50½	...
Sales, pecs...	132	24	60	.....	.....	12	12	.....	.....	.....	12	152
MISCELLANEOUS.												
Sp. Stripes, Horse p. yd. F	0.53/6	0.50	0.63	.....	.....	.....	.....	.....	.....	.....	...	...
Sales, pecs...	6	6	6	.....	.....	.....	.....	.....	.....	.....	...	18
do. Elephant p. pec. F	0.47/2/7.3	0.46½	0.59	.....	0.45/4	.....	0.47/2	0.41/6	0.51/8	.....	...	...
Sales, pecs...	120	12	18	.....	6	.....	12	6	6	.....	...	180
Lasting, Stag, Asst., do. F	7.65/70	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	100
Long Ells, V.V. p. pec. F	6.43½	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	100

AUCTION SALES OF COTTON GOODS—

"Tseang-tac."—10th instant

	Red Pagoda.	Red Head.	Black Cormorant.	Red Cormorant.	Red Ship.	Total.
GREY SHIRTINGS—8½-lbs.	£1.59½	£1.53½/53½	£1.45½/45½	£1.54½/54½	—	...
Sales, pecs...	250	300	600	1,000	—	= 2,150 pcs.
7-lbs.	—	—	£1.21½/21½	—	—	...
Sales, pecs...	—	—	500	—	—	500 "
6-lbs.	—	—	£1.11½	—	£1.11½/1.11½	...
Sales, pecs...	—	—	300	—	450	= 750 "
9.10-lbs. ...	Blue Head.	—	Horse Head.	—	—	...
Sales, pecs...	£1.92	—	£2.07/2.07½	—	—	= 600 "
	300	—	300	—	—	
T-CLOTHS—7-lbs.	Blue P. & d. n.	Blue Horse.	T.T.N.	Butterfly.	Buffalo.	Blue Ship.
Sales, pecs...	£1.19½	£1.33½/33½	£1.12½	£1.21½	£1.13½	—
	300	100	400	200	300	—
8-lbs.	£1.21½/22	—	—	—	—	—
Sales, pecs...	200	—	—	—	—	= 200 "
6-lbs.	—	—	—	—	—	—
Sales, pecs...	—	—	—	—	—	£0.95/95½
	—	—	—	—	—	200

WHITE SHIRTINGS—Buffalo 64-reed, at £1.74½ to 1.74½	Total.	
IRISHES—Woman, at £2.19 to 2.19½	= 200 pcs.	
BLACK VELVETS—22-inch Pakwa, at £0.13.7	= 100 "	
"King Ming."—11th instant—	= 60 "	
GREY SHIRTINGS—8½-lbs.	Red Ram. Blue Ram. Red Lion. Blue Lion. Blue Eagle. Gold Eagle. Red Eagle.	
Sales, pcs..	£1.57/57½ 1,800 2,000 — — — —	= 3,800 "
7-lbs.	Green Peacock. £1.17½/17½ — — — —	
Sales, pcs..	750 — — — —	= 750 "
BLUE AND BROWN HANKERCHIEFS—£0.43 to 0.40.7		= 400 doz.
"Nie Kee."—11th instant—		
TURKEY RED CAMBRICS—Joss, 2½-lbs. Flute Player, 2½-lbs. Fisherman, 2½ to 2½-lbs. Bull Head, 1½ to 2½-lbs. Beaver, 2-lbs to 2½-lbs.	£1.29½ — — — — £1.33½/1.43½	
Sales, pcs..	70 — — — — 720	= 1,040 pcs.
"E.Wo."—12th instant—		
GREY SHIRTINGS—8½-lbs. Blue Dragon, at £1.61 to 1.165 (damaged)		= 300 "
T-CLOTH—8-lbs. Blue Dragon, at £1.38½; 7-lbs. Heart, at £1.13		= 550 "
DYED BROCADES—Assorted, at £2.40		= 150 "
"Yuen-fong."—13th instant—		
GREY SHIRTINGS—8½-lbs. Horse, at £1.42½ to 1.42½—3,550 pcs.; Lighthouse, at £1.42½ to 1.43½—2,050 pcs.; Two-Man, at £1.42½ to 1.42½—2,000 pcs.		= 7,600 "
Ditto. 7-lbs. Light house, at £1.24 to 1.24½		= 1,000 "
WHITE SHIRTINGS—64-reed Lighthouse, at £1.62½		= 1,000 "
DRILLS—14-lbs. Peacock, at £1.74½		= 1,020 "
AMERICAN DRILLS—P M C D, at £2.73½ to 2.75½		= 1,485 "
VELVETS—22-in. Woman, at £13.42½		= 150 "
TURKEY RED CAMBRICS—2½-lbs., at £1.18 to 1.20½		= 750 "
SUNDRY AUCTIONS—		
TURKEY RED CAMBRICS—Gold Dragon 2 to 2½-lbs., at £1.16½ to 1.39; Horseman 2 to 2½-lbs., at £1.15½ to 1.28½; Jar 2 lbs. at £1.16; Stag 3-lbs., at £1.38½; Butterfly 2 to 2½-lbs., at £1.17 to 1.30		= 3,400 "
VELVETS—22-inch Woman, at £0.13.62½		= 210 "
VELVETEENS—18-inch Stag, at £0.11.2½; 26-inch Stag, at £0.17.2		= 120 "
AMERICAN DRILLS—P M C D damaged at £2.67 to 2.73		= 750 "
ENGLISH do. Stag do. at £1.75 to 1.77		= 780 "
GREY SHIRTINGS—6-lbs. Lie Eagle (mildewed) at £1.08 to 1.09½		= 300 "
WHITE do. No. 600 at £2.50 to 2.53. No. 300 at £2.13½ to 2.18 (damaged)		= 250 "
CHINTZ DRILLS—Gold Hand (damaged) at £1.38½		= 160 "

ARTICLES.	QUOTATIONS.	ARTICLES.	QUOTATIONS.
<i>Cotton Piece Goods.</i>	<i>T.m.c. T.m.c.</i>		<i>T.m.c. T.m.c.</i>
G. E. GREY SHIRTINGS—		BROAD CLOTH.....per yard	1.25 @ 1.60
3½ yds. 39 in. 6-lbs. per piece	1.10 @ 1.20	CAMELITS—	
7-lbs.	1.19 " 1.40	English, SS, 56 yds. 31 in. Assorted, per piece	10.80 " 12.00
8½ to 8½-lbs.	1.42 " 1.71	LONG ELLS—	
Dewhurst XX	1.73 "	Scarlet, 24 yds. 31 in. 12-lbs.	6.00 " 6.60
9 to 9½-lbs. nom.	1.90 " 2.00	Assorted	6.00 " 6.30
9.12 to 10-lbs. common quality	1.92 " 2.35	LASTINGS, 30 yds. 31 in.	7.00 " 11.00
best quality	2.40 " 2.55	CRAPPE LASTINGS, 30 yds. 31 in. Asst.	3.70 " 7.50
G. E. WHITE SHIRTINGS—		LUSTRES, Assorted	2.70 " 3.25
40 yds. 36 in. 56 reed	1.45 " 1.50	ORLEANS, Figured, 30 yds. 30 in. Asst.	3.15 " 3.55
60 reed nom.	1.45 " 1.55	Plain, 30 yds. 31 in. Black.	3.05 " 3.35
64 reed	1.57 " 1.67	<i>Metals and Sundries.</i>	
64 reed best	1.70 " 1.90	JAPAN COPPER—Slabs.....per picul	15.60 " 15.90
66 to 72 reed	1.90 " 2.10	" Ore.....	14.25 " 14.60
best	2.10 " 2.60	QUICKSILVER	48.50 " 49.00
AMERICAN DRILLS—		TIN PLATES—14 x 10	4.00 " 4.10
40 yds. 30 in. 14-lbs.	2.65 " 2.77½	STEEL	2.80 " 2.90
AMERICAN JEANS—		Bamboo	3.20 " 3.40
30 yds. 30 in. 6½ to 8-lbs.	1.40 " 2.15	Tin, Fong Hing	15.70 "
AMERICAN SHEETINGS—		Quang-dia	14.90 " 15.00
40 yds. 40 in. 14-lbs. best	2.60 " 2.77½	Fok Chok	15.20 " 15.30
ENGLISH DRILLS—		HOOF IRON	2.30 " 2.50
40 yds. 30 in. 14 to 15-lbs.	1.77 " 1.90	Pig IRON	16.00 " 18.00
best	2.00 " 2.20	IRON WIRE, Nos. 11 & 14	4.30 "
ENGLISH JEANS—		" " 11 & 21	4.40 "
30 yds. 30 in. 8 to 8½-lbs.	1.30 " 1.80	" " 15 & 25	5.20 " 5.30
ENGLISH SHEETINGS—		IRON Nail Rod—	
40 yds. 40 in. 14 & 16-lbs.	1.97 " 2.20	Dawes' Best	1.95 "
DUTCH DRILLS—		H. Rogers, Sons & Co.	1.85 " 1.90
30 in. 40 yds.	2.05 " 2.10	M.M. Crown	1.75 " 1.80
DUTCH JEANS—		Belgian	1.62½ " 1.70
30 in. 40 yds.	1.60 " 1.90	Flat and Round	2.00 " 2.30
T-CLOTHS—		Do. Belgian	1.80 " 1.90
6-lbs. 24 yds. 32 in. Ordinary.	0.86 " 0.92	Lead, common brands	4.15 " 4.25
7-lbs.	0.94 " 1.03	L B	4.30 " 4.40
7-lbs. " Mexican "	1.05 " 1.50	SUGAR	
8 & 8½-lbs. 36 in.	1.23 " 1.65	Black, common	2.90 " 3.30
XX and best	1.70 " 1.90	" Formosa	3.30 " 3.60
HANDKERCHIEFS, Blue, 28 in. to 32 in. per doz.	0.41 " 0.55	White, No. 1	7.20 " 7.40
Brown, 28 in., nom.	0.40 " 0.42	" No. 2	6.15 " 6.20
GENTIAN SHIRTINGS	2.00 " 2.40	" No. 3	5.75 " 5.90
BROCADES, White, 40 yds. 36 in., nom.	1.60 " 1.70	PEPPER—Black	5.90 " 6.00
Dyed, Assorted, ...	2.30 " 2.60	White	11.20 " 11.50
DAMASKS, Assorted, 40 yds. 26 in., nom. per piece	3.80 " 4.20	RATTANS—Common	2.20 " 2.60
CHINTZ, Assorted, 28 yds. 28 in.	1.30 " 1.45	Good to fine	3.00 " 4.00
Blue	1.18 " 1.23	Best	4.60 " 5.00
Brown	1.15 " 1.25	SAPAN WOOD—	
Scarlet	1.30 " 1.50	3 pieces to the picul	2.60 " 2.70
TURKEY REDS, 24 yds. 32 in. 2½ to 3-lbs.	1.10 " 1.70	6 & 7 " " & inf.	1.50 " 1.70
VELVETS, Black, 22 in. per yard	0.13½ " 0.16½	SANDALWOOD, South Sea	8.00 " 12.00
VELVETEENS, Black, 18 in.	0.11 " 0.13	Timor	3.10 " 3.40
26 in.	0.15 " 0.18	Malabar	17.00 " 18.50
MUSLINS, 12 yds. 42 in. per piece	0.60 " 0.68	WINDOW GLASS—	
DIMITIES, 12 yds. 36 in.	1.00 " 1.20	Large	2.15 " 2.40
41 in.	1.20 " 1.50	Small	1.80 " 1.85
YARN, Cotton, Nos. 28 & 32	65.00 " 80.00	KEROSENE—Devos's	1.63 " 1.65
SPANISH STRIPES, Assorted, ...per yard	0.48 " 0.55	COTTON—Shanghai	10.40 " 11.40
MEDIUM AND HABIT CLOTHS	0.70 " 1.05	FLINT STONES	0.45 "

METALS are quiet and without change. A sale of 4,000 bundles Belgian Nail Rod has been made at £1.64.
KEROSENE OIL.—At Auction sales were made at £1.65, besides this no sales are quoted.

EXPORTS.

SILK.—We quote the following from Mr. W. T. Phipps' circular:—A very trifling business has been passing in Silk at a decline of Tls. 2½ per picul since last mail. Offers of Tls. 370 for Blue Elephant have been refused, but Cock and Worm chop has been parted with at Tls. 370=15s. 10d. and Tls. 360=15s. 5d. for Nos. 4 and 4½. "May-fong" Elephant and Mountain chop No. 1 at Tls. 372½=16s., Red Peony Flower at Tls. 362½=15s. 6d., and Chin-uen-sing's "Kin-ling" Kahing Taysaams at Tls. 367½=15s. 9d. per lb. A few bales Minchu Yellow Silk have changed hands at Tls. 285=12s. 4d., and about 150 bales of Yakee chop Tsatlee have been purchased on half account at the reported price of Tls. 375=16s. 1d. for No. 4.

Total settlements to date are close upon 49,000 bales, and the unsold stock is reduced to 10,500 bales.

COMMERCIAL POSTSCRIPT.

FEBRUARY 14, 1879.

ARRIVALS during the week.—February 9th, British steamer *Nestor*, from Liverpool; 12th, M.M. steamer *Ava*, with the French mails, &c.

DEPARTURES during the week.—February 7th, British barque *Canon Harrison*, for Newcastle; 8th, P. & O. steamer *Mahoa*, with the English mails, &c.; 9th, British steamer *Cyphrenes*, for New York; British steamer *Glengyle*, for London via Amoy; British steamer *Teucer*, for London via Suez Canal.

The M.M. mail steamer *Yang-tse* takes about 700 bales of SILK and about 77 tons of TEA.

EXCHANGE.—On London, Telegraphic Transfers, 4s. 9½d. Bank Bills, 6 months' sight, 4s. 11½d. First-class Credits to Bank, 4s. 11½d. Private and Documentary, 4s. 11½d. to 5s. 0d. On Paris, Bank, 6.17. Private 6.30. On India, Bombay Bank, demand, Rs. 301½ to 303½; Calcutta, Bank, demand, Rs. 301½ to 303½. On Hongkong, Bank Bills, demand, 27½ per cent. disc. Private, 15 days' sight, 28 per cent. disc. Bullion, Gold Bars, Peking, Shanghai Tls. 197.50 per bar of 10 Tls. Shanghai weight. Bar Silver, Shanghai Tls. 111.20 per 100 taels Canton weight. Mexican dollars, Shanghai Tls. 72.50 per 100. Copper Cash, 1,470 per tael.

SHARES.

SHANGHAI, 14th February, 1879.

Hongkong & Shanghai Banking Corporation.—The market has been languid and drooping during the week. On the 11th, a lot changed hands at 50% premium, and no other business was reported until yesterday, when sales were made at 48% premium. The market is firm at this rate.

China Coast Steam Navigation Co.—On the 10th shares were sold at £104, but the market was weaker afterwards, there being sellers at £103, while buyers offered £102. Yesterday there was some demand, and the market was cleared of shares at £104.

Shanghai Gas Co.—A few shares have been placed at £135.

Compagnie du Gaz.—The report for 1878, has been published. The profits were £7,681.80. Of this, a quarter, £1,920.47 is carried to reserve, which now stands at £6,436.23; and a dividend of 6% for the half-year will be paid; making the dividend 11½% for the year.

Yangtze Insurance Association.—There are buyers at £705, but no shares are offering.

Chinese Insurance Co.—There are sellers at \$310.

China Fire Insurance Co.—Shares have been placed at \$180 and \$183.

Shanghai and Hongkew Wharf Co.—This stock has been in demand, and sales are reported at £156 and £160.

Chinese Imperial Government Loan of 1877.—Business has been done at £111 and £110.

SHARES.	No.	Value.	Paid up.	POSITION PER LAST REPORT.			LAST DIVIDEND, &c.		CASH QUOTATIONS.
				Reserve.	At Working Account.	Date.	To Share-holders.	When pd. or due.	
<i>Bank.</i>									
Hongkong & Shanghai Banking Corporation	40,000	\$125	\$125	\$1,200,000	\$19,243.05	30 June 78	* £1	20 Aug. 78	48% prem.
<i>Steamer Companies.</i>									
Shanghai Steam Navigation Co. (in Liquidation)	22,500	£100	£10.50	.....	.....	30 Dec. 77	{ Return of T. 2 on capital.	15 Jan. 79	15.65
China Coast Steam Navigation Co.	5,000	£100	£100	£66,273.42	£11,979.42	31 Dec. 77	+ 7 %	15 Mar. 78	104
Shanghai Tug Boat Association	900	£100	£100	.....	.....	.....	4 %	21 Jan. 79	122 ex dividend.
<i>Docks.</i>									
Shanghai Dock Co.	440	£500	£500	£10,109.90	.....	30 June 78	* 2 %	8 Jan. 79	238
Pootung Dock Co.	950	£100	£100	.....	.....	.....	* 5 %	9 Jan. 79	98
<i>Gas.</i>									
Shanghai Gas Co.	1,500	£100	£100	£8,640.30	.....	31 Dec. 77	* 5 %	20 Jan. 79	135 ex dividend.
Compagnie du Gaz	500	£100	£100	£6,436.23	£11.42	31 Dec. 78	* 6 %	17 Feb. 79	160
<i>Insurance (Marine.)</i>									
China Traders' Insurance Co., Limited	600	1,666.67	\$500	\$225,000.00	\$92,935.52	30 Apl. 78	12 %	31 July 78	1,425
North-China Ins. Co., 1875/77	500	\$2,500	\$500	.....	£542,051.14	30 June 78	£140	2 July 78	30
Do. 1878	1,000	£2,000	£600	.....	£446,369.62	30 June 78	.....	.....	1,300
Union In. Society of Canton	1,200	£350	£350	\$262,132.10	\$21,091.40	31 Dec. 77	+ \$113.37	30 Sep. 78	1,600
Yangtze Insurance Association	1,200	£350	£350	£334,144.48	£74,285.99	15 Apr. 78	* 6 %	20 Jan. 79	705
Chinese Insurance Co., Limited	1,500	\$1,000	\$200	\$74,133.52	.....	30 Dec. 76	* 6 %	1 Jan. 79	310
<i>Insurance (Fire.)</i>									
Hongkong Fire In. Co., Limited	2,000	\$1,000	\$200	\$632,302.00	\$260,157.58	30 Dec. 77	+ \$56.75 p.sh.	20 Feb. 78	800
China Fire In. Co., Limited	4,000	\$500	\$100	\$346,896.00	\$145,719.72	30 Dec. 77	+ 12 %	31 Dec. 77	183
<i>Miscellaneous.</i>									
Shanghai & H'kew Wharf Co.	2,150	£100	£100	£5,000.00	£557.91	30 Dec. 77	* 5 %	15 Aug. 78	160
LOANS.									
		Amount of Loan.		Nominal Value of Bonds or Debentrs.	Rate of Interest.		When Payable.		Closing.
Shanghai Mun. Debentures—Issue 1872		£ 23,700.00		£ 100.00	8 %		30th April & 31st Oct.		} £104½ nom.
Do. 1873		£ 21,000.00		£ 100.00	"		30th June & 31st Dec.		
Do. 1875		£ 42,800.00		£ 100.00	"		30th June & 31st Dec.		
Do. 1878		£ 24,000.00		£ 100.00	"		28th Feb. & 31st Aug.		
Lyceum Theatre Ordinary Debentures		£ 17,000.00		£ 25.00	"		30th June.		£110 do.
Do. Preference do.		£ 5,362.50		£ 37.50	5 ½ %		31st Dec.		£ 13 ex int.
Chinese Imperial Government Loan 1874		£ 627,615		£ 100	8 %		30th June & 31st Dec.		£101 do.
Do. do. 1877		£1,604,276		£ 100	8 %		28th Feb. & 31st Aug.		£110

* For half-year † For year.

J. P. BISSET & Co.